



Book of the **Royal Blue**



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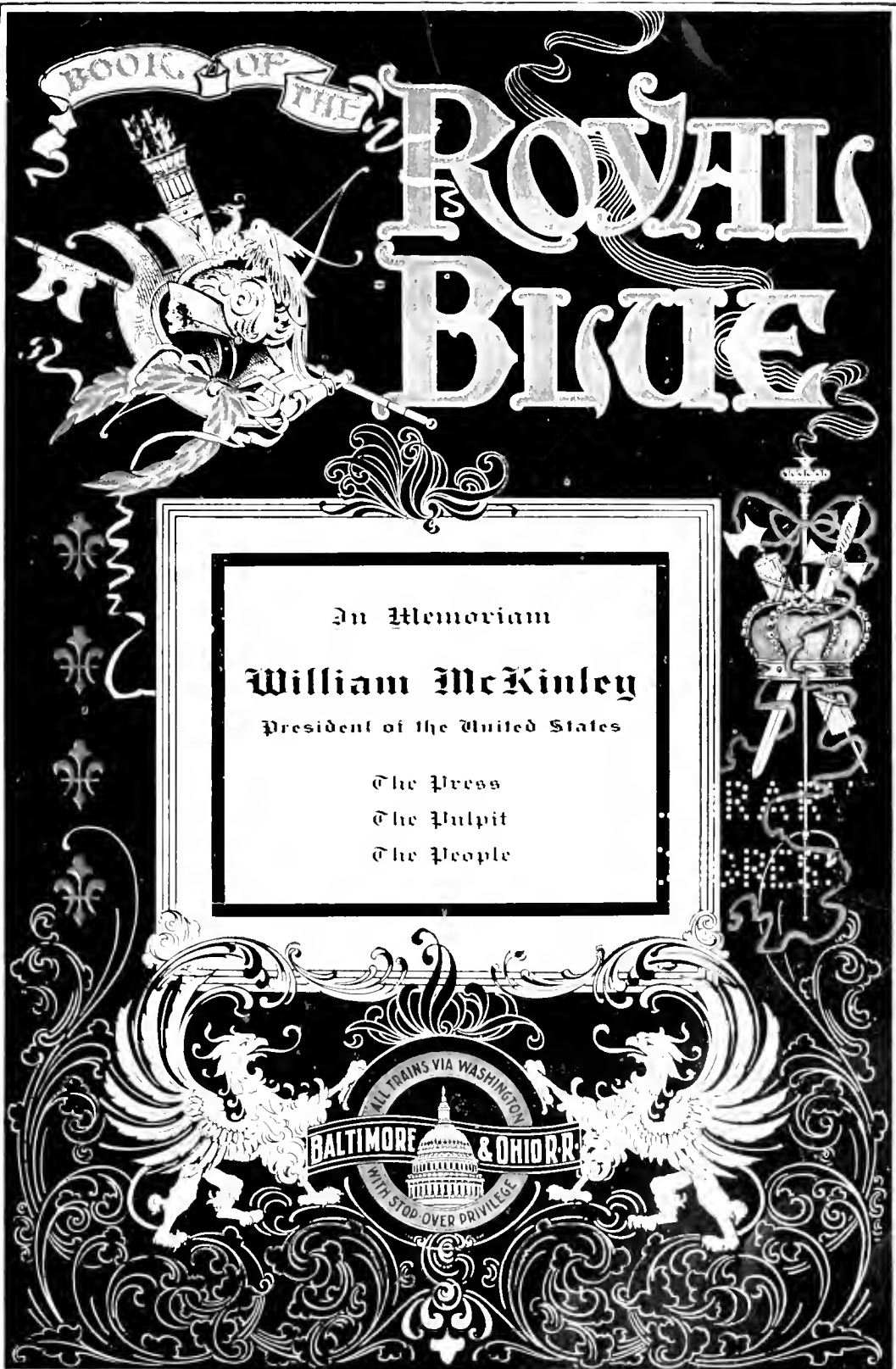














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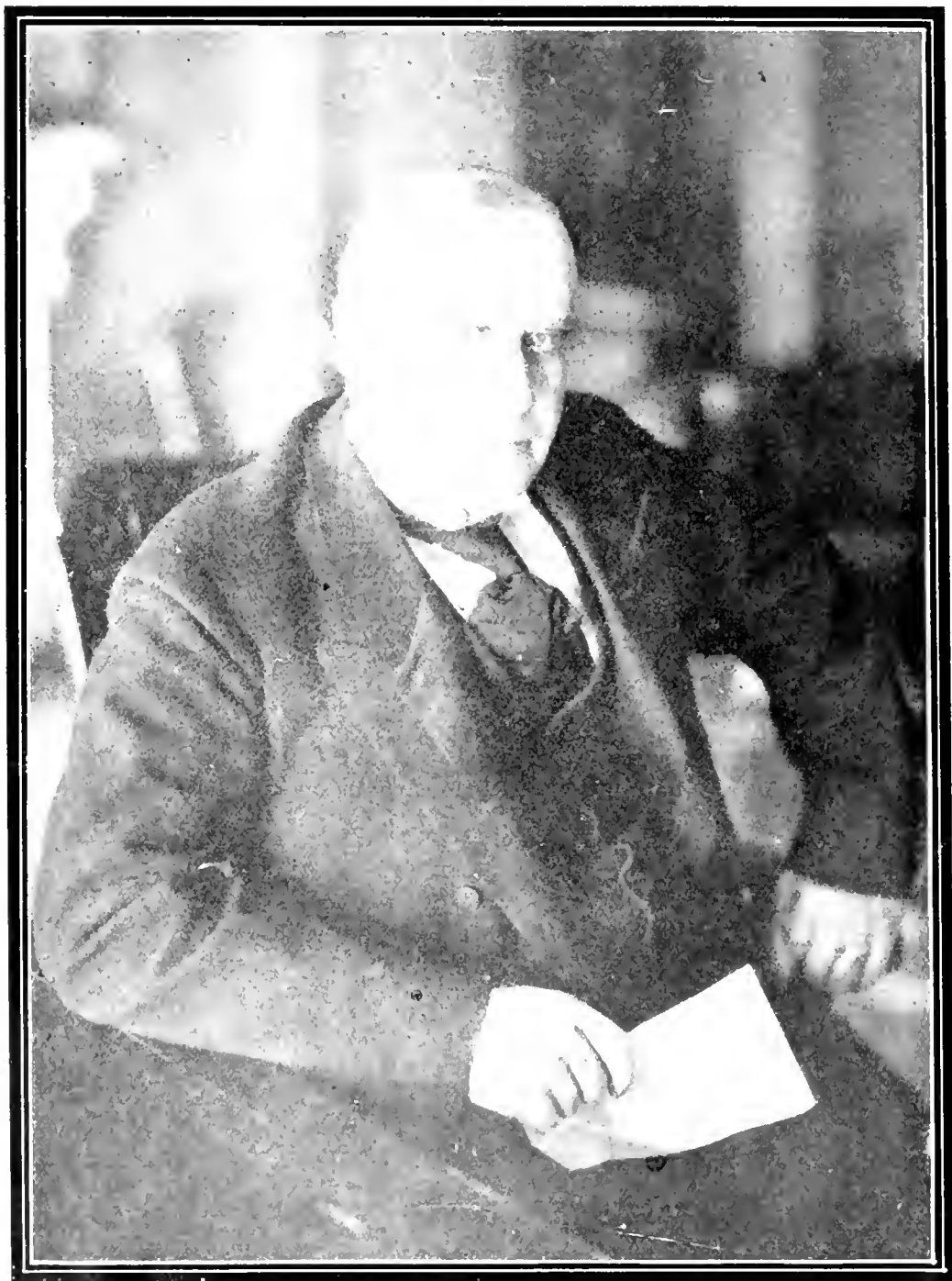
The Prominent Divines

Composite Eulogy

The People







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ASTOR LENOX TILDEN FOUNDATION  
1900



# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, OCTOBER, 1901.

No. 1.

## William McKinley.

**L**ITTLE more than ten months ago William McKinley seemed one of the favorite sons of fortune. Re-elected to the chief office of the nation by an overwhelming electoral vote after one of the most tremendous struggles in our political annals and a campaign involving issues of world-wide consequence, he rode conspicuous on the crest of that great wave of victory as one of the most important and significant figures of contemporaneous history. Identified with a new and far-reaching policy of government that placed us among the national dictators of the world, and the representative of a new regime of aspiration that stretched out its hands for power and business development to the uttermost ends of the earth, no other ruler among men seemed to stand on so glorious a summit of possibility as an architect of national greatness and a molders of national destiny. His future appeared full of nothing but greatness and good fortune. His tragic death was not a fate which Mr. McKinley would have been willing to escape at the sacrifice of what he considered his duty to his country. Now that he lies silent in the calm radiance of death the passions and prejudices of "life's little day" give way to a broader charity and to a deeper insight, and we see face to face the soul which we saw as through a glass darkly during the storms of faction and the clouds of party rivalry. Duty and destiny were favorite words of Mr. McKinley, and as he was true to his conceptions of duty he would not have shirked his destiny, dark and bloody though it has been, could he have foreseen that his re-election was but the portal to death. It was another of the fortunate circumstances of his misfortune that while his sufferings were not prolonged, he lived long enough to know of the

"It is  
God's  
way,  
His will,  
not ours,  
be done"

outpouring of national love which the attack on him produced and of the universal good-will and esteem with which he was personally regarded in every section of the country. He lived long enough to feel the solace of the prayers that men offered for his recovery and to realize that if destiny had given him a martyr's cross, it also brought the martyr's crown of immortality and honor. Quite as truly, as any soldier who falls in battle, he died for his country as the victim of a social propaganda which wages war against the representatives of all civilization and government. The Divine Healer did not answer, as we asked, our prayers for his recovery. We asked for his life, and He has given him "a long life, even forever and ever." His own prayer as he sank into unconsciousness before the surgical operation was that of the soldier and the Christian—"Thy kingdom come. Thy will be done." It was the spirit of one ready for any fate, the spirit of a manly, Christian gentleman who had faced danger and death and all the problems of life many times before, and was prepared to face the last great problem with the same brave and unshaken heart. In this solemn moment, when death unites the nation in a brotherhood of sorrow, all true Americans will delight in doing honor to the noble personal qualities which illuminated the life of Mr. McKinley and made him a splendid type of American manhood, which is the highest expression of humanity. Mr. McKinley was a man of strong and solid mind, and history will give him high rank among our Presidents, not only because of his association with the great events of his time, but because of real ability and comprehensive grasp in public affairs. His moral qualities were those which the American people will admire and dwell upon most at this juncture—his personal and public purity, his kindly heart and generous impulses, his shining domestic virtues, his love of country and his brave and undaunted soul. His name will be associated with the patriotic and noble effort to bury sectional discord at home and to unite in peace and love the States torn asunder many years ago by hate and war. Standing by the man who has died for the nation, we are all today Americans, and nothing but Americans. As the blood of the martyr is the seed of the church, the tragedy of Mr. McKinley's death should strengthen the foundations of the Republic by bringing closer together all who love free institutions and giving fresh power to old ideals and aspirations. His touching prayer should be the inspiration for the revival of a higher Americanism that will know no rivalry but that of bringing our

republican institutions to the loftiest attainable level and of making our common country better, greater and more glorious than ever before.

In the character of William McKinley were mingled all the qualities that make for righteousness and justice. He was a friendly man and loved his fellow men. He strove to do good. His ambition was of the highest order. His patriotism was unbounded. And so, full of love, full of energy, full of high capacity, full of pride of nationality, he rose by gradual well-timed steps from the ranks of the sturdy plain people to the place of head of the State. In every office he acquitted himself with distinction. As a young soldier he was promoted for gallantry in action. As a legislator his name was linked with measures of world-wide influence. As governor of his native commonwealth he gave to the people a clean and wholesome administration of their affairs, and as chief magistrate of the United States—a post of the greatest difficulty and responsibility—he has laid the country under such a debt as insures him a place among the greatest men who have ever served it. We naturally turn in this hour, however, from the magistrate, great as he was in that capacity, to the man. He was correct of life, and true to every high personal obligation. His heart was always in his home. His constant thought was of those to whom his first duty was due. The most exacting of his public duties—and they were many—never caused him to forget or neglect the tender ties of the hearthstone. If every man, indeed, were as thoughtful of those committed to his care and watchfulness, and as gifted with the sense of generous bestowal, it is not too much to say that this world would be something of a paradise. He gave not only to his countrymen, but to all men, a most inspiring and uplifting example of what the son, the husband, the friend, the citizen should be; and in exhibiting his graces of character in the house of all the people—the White House—he sat his light upon a hill, and rendered in that way a service as valuable as any that pertained to the public policies of the government. The President's last days were among his very best. His last speech was in advocacy of a greater America, and full of sound suggestions as to policies for national growth and happiness. It will live, and will influence our future. A final message, delivered thus by such a man in the very shadow of the tomb, cannot but have an abiding-place in our memories. Composed and forgiving in the presence of his assassin, serene and resigned in the hour of death, he has departed, with the affections and amidst the

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a hill**

lamentations of all his countrymen, and with the respect and profound regret of all the world. With death stilling his life forces, with his lips tremulous in approaching dissolution, his bedside surrounded by weeping relatives, friends and official colleagues, with his hand feebly clasping that of his sorrowing, invalid wife, William McKinley spoke his last words, revealing in the supreme moment the grandeur of his nature, the height of his ideals, the purity of his noble soul: "It is God's way; His will—not ours, be done." Then spoke, for the last time on earth, the Christian man and ruler, recognizing the power of an infinite force guiding the souls of men in their performance of duty. It was God's will that William McKinley should stand at the head of a nation which He had created for the betterment of mankind. It was God's will that this pure man should lead that nation to a sphere of even broader influence and power in the world. It was God's will that this capable, sincere, reverent ruler should be stricken at the very height of his usefulness. It is an inscrutable will, and no man, be he ruler or citizen, master or slave, tyrant or subject, can fathom its depths. It passes all human understanding. Men have set themselves in antagonism to the moral laws, have ignored the fundamentals of religion, have defied the doctrines of right living, and have prospered for the time. Other men have steadfastly followed the lines of highest living, have served their race as benefactors and friends, and have suffered in consequence. The blood of martyrs is not shed in vain, Christ died for the moral awakening of mankind. The course is always upward, whatever the sacrifices. There is no real loss or waste. Bitter as may be the sorrow of the present, when a life is taken for no apparent cause and to no seeming end, rebellious though the heart of the nation may be against the decree which has removed one so useful, so inspiring in his life, so helpful to humanity, there must remain the comfort that the President himself, in the very agony of death, understood that his passing was only a part of the marvelous scheme of existence. God's will is done.

The trusted leader, under whose benign administration the last scars of old fraternal strife disappeared, unprecedented prosperity was given to the whole land, and the power and fame of America were wondrously magnified, was taken from us through the vile machinations of an alien growth which never should have had so much as a foothold upon American soil. As we review his pure and lofty career, literally without fear and without reproach in public and in private life, there comes a thrill of pride at

the thought that this man was an American citizen, one of the "common people," a typical product of our race.

Life's work well done;  
Life's race well run;  
Life's crown well won.

Mr. McKinley in his official capacity represented more that is dear to human progress than any other personage or any potentate on the planet. He, moreover, illustrated in his own career the grandeur of those multiform and inspiring opportunities which the genius of our government offers to every child cradled within the limits of our domain. His early poverty did not stand in the way of his later preferment. He expanded the circle of his narrow circumstances by the faithful performance of every duty that fell to his lot, until at last it embraced the good will and confidence of a whole people, who gladly thrust upon him the high honors and responsibilities of their chief executive. He had but one rule, to be true to his God, his country and his own ideal of a noble character, and if as a consequence he won renown it was because he deserved it.

**True to  
his own  
ideal of a  
noble  
character**

His individuality counted for more in this new epoch than that of any other of our Presidents, except Washington in the foundation period, and Lincoln in the great change that carried the country from slavery to freedom. More than any other man, he has launched the republic on its new way. How wise the work was, contemporaneous inquiry may ask in vain; the future alone can answer. It may be that he has interpreted the will of the people, as Lincoln did. Whatever be the wisdom of the doctrine of the "saving remnant," our institutions are imbedded in the belief that all of the people are wiser than any of the people. William McKinley came from the people, and was of the people; he was bone of their bone and flesh of their flesh. He was part of their public life and affairs during forty years. Like Lincoln in the great crisis of the civil war, he may have translated the real will of the people into action. History may show that, like Lincoln, he rode the ground swell in the face of surface waves. The people certainly believed in him, he had their confidence, and his life passed in their service. He had shown that quality which they always have chosen in their Presidents—poise. In the midst of his supreme work, the people had an opportunity to pass judgment on it again. They restated it with increased emphasis.

Let all the ends thou aim'st at be thy country's,  
Thy God's and truth's: then if thou fall'st,  
Thou fall'st a blessed martyr.

**Our real  
eminence  
rests in  
the  
victories  
of peace**

Like Garfield, he escaped the bullets of many battles in a great civil war only to fall before the bullet of the assassin in a time of profound peace. Like Lincoln, he had but entered upon a second term to which a grateful and trusting people had called him because of the high qualities and patriotic devotion to duty he had shown in his first. Like Lincoln also, he had just led the nation successfully through a great crisis in its history, and was looking forward earnestly, prayerfully and confidently to an era of peace, fruitful in happiness and well-being to all the people. In the last words that he ever addressed to the public, spoken in that noble speech at Buffalo on the day before he was shot, McKinley said: "Let us remember that our interest is in concord, not conflict, and that our real eminence rests in the victories of peace, not those of war." We can say of him as Lowell said of Garfield: "Not only has his blood re-cemented our Union, but the dignity, the patience, the self-restraint, the thoughtfulness for others, the serene valor which he showed under circumstances so disheartening and amid the wrecks of hopes so splendid, are a possession and a stimulus to his countrymen forever. The emulation of examples like his makes nations great and keeps them so. The soil out of which such men as he are made is good to be born in, good to live on, good to die for and to be buried in." Surely no country ever more literally gave its best for its martyrs than we have. They have all faced death with "serene valor" and an unselfish thoughtfulness for others that constitute a noble heritage for a nation. "Poor fellow, he did not know what he was doing!" Now that McKinley has passed from us and his spirit is with Lincoln's and Garfield's, it is not irreverent to note the extraordinary resemblance, all the more extraordinary because of its unconsciousness, between this exclamation and that of Him who said in His agony: "Father, forgive them; they know not what they do!" Well may a great nation, with ashes on its head, weep in the passion of an angry grief at the premature ending of a life so noble as this! The American people never knew William McKinley till the shadow of death fell upon him. They know him now, and are proud even as they weep. They have added another true hero, another great man, to the heroes and great men of all the ages, and the American nation is thereby exalted in human history. The whole world gathers in reverent grief around McKinley's bier as it did about the biers of Lincoln and Garfield, and for the same reason—a hero lies there. What a clarifier of human judgment a noble death is! In the midst of much despairing lamentation on both sides of the Atlantic over

the dearth of leaders, scarcity of great men, comes the startling report of an assassin's revolver, and lo! he has hit a leader and a great man. The assassin knew him, if the rest of the world did not. He stood so modestly among his people, they were so near him, that they scarcely suspected his greatness. This is not the time to attempt an estimate of McKinley's services to his country. That history will give him a place among the wisest and most beneficent and most devoted of our rulers can be predicted with absolute safety. "He knew to bide his time, and can his fame abide." The nation he served so devotedly and so well will go steadily forward without faltering and without deviation from the course he has marked out for it, inspired by his high and shining example. From the bitter grief and blinding tears of the present moment the whole people will come forth with a clearer vision of public duty and a more abiding faith in their country and in their fellowmen.

Know'st thou when Fate shall say to thee,  
I find thee worthy, do this deed for me?

"Good-by all. Good-by. It is God's way. His will, not ours, be done." His last message brings hot tears to the eyes of every one who reads them, and they will echo forever through the hearts and linger lovingly in the memories of the American people for all time. As we read them and then look at the face of the man we see that they revealed his true character. That face, so familiar, has changed greatly since he first took office. Like Lincoln's, it became a much stronger face under the burden and discipline of great public duties; but also, like his, its most striking change was the steadily increasing look of great and tender melancholy, the sadness of a heart that was bearing the burdens of many hearts. There was no sign that he had, as Lincoln did, forebodings of his fate. Possibly the constant sorrow of his domestic life, a sorrow born with such loyal patience and such touching devotion, may have had some influence in leaving this mark of sadness; but whatever the cause, it mirrored the tender heart, the devout spirit, the gentle, true soul of the man as clearly as Lincoln's did. Thousands of Americans will see it in his face to-day who never noticed it there before, and will ask through blinding tears how it was ever possible to doubt his sincerity or to attribute to him base motives.

The notion that he was not his own master, and the master of all above him, was singularly at fault. Nothing could the better prove this than his fidelity to his friends. It is the weak man who kicks away the ladder when he has climbed to the top. McKinley showed himself grateful to

every round of the ladder. In his heart he feared no man's rivalry, not even the accusation and appearance of a division of power. He knew as few men have known how to say "No," as if conferring a favor and to send the suitor away at least half satisfied. Critics seeking to deny him the higher virtues of statesmanship called him a clever politician. And so he was. But was it only clever politics that was able to hold the government well in hand and keep it out of a premature declaration of war until the moral basis of that war should be clearly laid and the people be thoroughly united? Was it only clever politics to pilot the ship of state through the breakers which succeed all wars, and to bring her back into port intact and with so little strain that thus far we can scarce see any sign of danger, or even of stress of weather? What may betide, what may be hid in the womb of the future, we know not. We can only judge the sailing as far as we have gone. The elements may thicken and grow dark. The skies may be overspread. Perils may gather on every hand. But the sailing has been too smooth over seas that were so strange for anybody to deny the actual statesmanship, however he may dispute the doctrinal statesmanship, of William McKinley.

"Good-by, all; good-by."

—*Composite Editorial.*





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"KNOW YE NOT THAT A PRINCE AND A GREAT MAN  
HAS FALLEN THIS DAY IN ISRAEL?"

Thirty-six years ago our Nation stood over the prostrate form of Abraham Lincoln; a whole people stricken with a mighty sadness, tossed with contending passions of grief and fright and vengeance. Then rose a man majestic as a prophet. His voice sounded across the continent: "God reigns, and the government at Washington still lives."

Sixteen years later, James A. Garfield was himself to fall by the hand of the assassin. Then by his bier the Nation heard again the great text. His lips did not move, but their silence articulated the saying in the popular memory, where it ever lingers.

The mantle of Lincoln and Garfield, blood-stained but radiant, has fallen on William McKinley. In the last moment, when death's dart, so mysteriously and cruelly started, has silenced the brave heart, he gave this the last message to the country, "It is God's way. His will, not ours, be done."

As when Joshua crossed the Jordan, he saw a lord as "a man in honor" come to lead the forces of Israel,—our President, crossing the smaller stream we call Jordan, the entrance line into vast futurity, seemed to see his Great Commander face to face, and murmured the words "Nearer, my God, to Thee; e'en though it be a cross that raiseth me." Thank God for the sublimity of our national faith, as expressed by our great typical heroes and martyrs! Let us try to emulate their calmness.

In our Christian mildness, we often wonder why David wrote the imprecatory psalms. That Old Testament spirit is natural. We all feel it. But listen to a grander spirit. The falling of McKinley was that of a Christian, as when with upraised hand, in that terrible moment, he said: "Do him no harm: he does not know what he is doing." How gloriously Christ-like! And again, when he resigned himself to the surgeons, with that faith and majestic courage and magnificent simplicity that marked his character of life throughout, he murmured softly: "Thy will be done;"—passing into unconsciousness with those last words on his lips.

Hear him, as all the glory of this world fades above his vision, and the gates of the unseen are swinging wide, when he breathed the hymn, "Nearer, my God, to Thee"! Hear him as the last farewell is taken: "It is God's way; His will be done." How he speaks to the Nation! How he speaks to the ages! God help us to be ready, as he was. Death

is a friend of ours, and we must be ever ready to entertain him. God made us strong in Him who said: "I am the resurrection and the life."

Thus he was in death.

He found life's text, when but a young man, "As for me and my house we will serve the Lord." Blessed is the man who can thus appropriate God by a loving faith in life and death. Thrice blessed is the man who can fall asleep with that childlike hymn ringing in his ears.

In his almost ideal home life, he manifested a love and spirit almost divine. No cruel word, no shadow, ever darkened the hearthstone.

His was the average American life in a glorified form. He was pure, simple, genial and kind. So long as he dominated our affairs he could be dealt with by foreign powers with sincerity; and this is the secret of the great influence of this Nation in the administration of foreign affairs. We cannot say he was a pilot only, for he trod no blazed path through forest wild, but plowed his way through virgin tracts unknown to men. He was more than pilot: he was architect and builder of the Nation's fame.

No court in Europe or in the civilized world was made more conspicuous for moral rectitude and purity, or more free from the breath of scandal than the official home of President McKinley. He would have adorned any court in christendom by his civic virtues.

He was the typical President of the Republic; large minded in his vision of the questions bearing upon the country's fortune; resolute in using his authority for what seemed to him its best weal; ready as the leader of a self-governing people to hearken to the popular voice, and, as far as principle and conscience permitted, obey its behests, even to the sacrifice of his personal view.

It is a grand thing to be able to say to the generations: Behold not only the great, the devoted, but the good man—a pure soul gleaming through the evident virtues of his outer life.

After almost a week of fervent prayer and hope and rejoicing that the grim reaper would stay his hand, the whole country, aye, the world, was suddenly plunged in darkness. But God answers prayer in his own way, and not always in our way. Every right-hearted prayer had two ideas: the President's welfare and the best interests of the Nation.

"Prayer is the burden of a sigh,  
The falling of a tear,  
The upward glancing of an eye,  
When none but God is near."

Has the first half of our prolonged prayer in behalf of the President's welfare been answered? It has been

answered in such happiness as he never felt before. His body has not rested so well in many a year, for he was very tired; and his soul is enthroned in a grandeur and a glory compared with which all the honors of this world are insignificant.

The last half is being answered, in the sanctifying effect of trouble in this Nation. We will be a better people, because of the agony through which we are now passing.

His name will shine magnificently with those of Washington and Lincoln: great for the way in which he guided the country through a mighty crisis in its fortunes; great in his constant thought for others; great in his closing words; great in his submission to the will of God; greatest, perhaps, in that deathbed scene, so perfectly accordant with the precepts of the gospel and the example of his Savior.

We are overcome with sorrow. The richest and most fragrant flower in the political garden has fallen before the poisonous blast. The prince of the rulers of the earth has fallen. He left behind him, to kindred and country, a rich legacy; a christian example of a life that says to others: "This is the way; walk ye in it."

The curtain drops on the last act of our national tragedy; and the emblem of freedom, bound with the sign of the angel of death, hangs paralyzed at half mast. William McKinley's blood reddens every star into an ever firmer union of the North, South, East and West,—nearer to one common God,— "Nearer to Thee."

Farewell, great soul! Great in life, magnanimous in death. God shall welcome thee to the glorious company of the great ones gone before: of Washington, the founder, and of Lincoln, the deliverer of the Nation;—and shall give thee the crown of the great reconciler, who sought to leave behind thee a reunited land.

—*Composite Sermon.*

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In the vigor of robust manhood; at the very height of his powers; in the possession of all his faculties; in the midst of a great work of world-wide importance; in the enjoyment of the admiration, love and affection of all classes of our people to a degree never before permitted to any other man; at a time of profound peace, when nothing was occurring to excite the passions of men; when we were engaged in a celebration of the triumphs of art, science, literature, commerce, civilization and all that goes to make up the greatest prosperity, advancement and happiness the world has ever known; surrounded by thousands of his countrymen, who were vying with each other in demonstrations of friendship and good will, the President of the United States, without a moment's warning, was stricken down by an assassin, who, while greeting him with one hand, shot him to death with the other.

History has no precedent for such treachery and wickedness since Joab, stroking his beard as though to kiss him, inquiring, "Art thou in health, my brother," smote unsuspecting Amasa in the fifth rib and "shed out his bowels to the ground."

We can scarce realize that such a crime was possible, much less that it has been actually committed, and our sorrow is yet too fresh, our grief too poignant and our indignation too acute for us to contemplate it dispassionately or discuss it considerably.

The allotted age of man is three score years and ten; but William McKinley was not yet fifty-nine when his career ended. In these short years he did a wondrous work. In its accomplishment he was unaided by fortuitous circumstances. He was of humble origin and without influential friends except as he made them.

During all the years of his service in Congress the demands of our home markets were far greater than our manufacturers could supply. There was a constant importation from abroad to meet this deficiency.

It was his contention that our resources were practically unlimited; that the employment of our labor should be diversified as much as possible; that wages should be higher in this country than in any other, because our standard of citizenship must be higher; and that, therefore, it should be our aim so to legislate as to secure the development of our resources, the multiplication of our industries, and the ever-increasing employment of wage earners who would make a home market for the products of the farm, to the end that we might, as quickly as possible, supply all our wants

and thus make ourselves independent of all other countries.

He contended, as did Garfield and all other orthodox tariff men, that the only way to ever reach free trade, or tariff for revenue only, as to articles of our own production, without injury to the country, was through the operation of the policy of protection, whereby we would, in time, reach the point where, fully supplying our own demands, we could go into the markets of the world to dispose of whatever surplus we might have.

As chairman of the Ways and Means Committee of the House of Representatives, he embodied these views in a bill to revise the tariff and adapt it more perfectly to the conditions then existing, which was reported and passed, under his leadership, in 1890, after a protracted debate in which he gained great prestige by his successful championship of the measure.

The act was known as the McKinley law. It went into operation just prior to the election of that year, at which time the country had not yet felt its effects.

It was bitterly assailed and denounced as increasing the burdens of taxation, and one provision in particular—that which, for the first time, made it possible to manufacture tin plate in this country—was both denounced and derided.

Taxation is always odious. It is easy to excite prejudice against any measure that is charged with its unnecessary increase.

It requires argument and practical results to meet such charges, and in this instance there was no time for either.

The result was that, aided by a congressional gerrymander, Major McKinley, the author of one of the greatest measures of the kind ever placed on our statute books, was defeated for re-election to that body in which he had served with such patriotism and distinction. It was a time that would have made most men waver; but not so with him.

The defeat, so far as he was personally concerned, only brought out in clearer light his strong qualities, his splendid self-control, his confidence in his faith, and his sublime courage, with which the country has since become so familiar.

At the first appropriate opportunity he answered and silenced all criticism; not by defending, but by aggressively resuming the advocacy of his measure, and proclaiming that, in view of the debates and the results of the law, which he could foresee, and all would soon feel, he was more a Protectionist than ever before.

The operation of the law quickly vindicated his judgment, and the next year the rejected congressman was made Governor of Ohio as a reward for his services in

securing its enactment, after a spirited campaign in which the chief decorations at political meetings were tin cups, tin plates, tin horns and all kinds of tinware, displayed in honor of the magic-like establishment and success of the tin plate mills that marked the beginning of one of our greatest and most important industries, for which we are indebted to him alone.

His fame will be chiefly associated with his conduct of the Spanish-American war, the freedom of Cuba, the acquisition of our insular territories and the solution of the many difficult problems arising therefrom.

He did not seek war; on the contrary, he did all he could do honorably to avert it; but when it came he did not shrink from its requirements.

The unbroken series of victories that crowned our arms and glorified our flag were his as well as those of our gallant soldiers and sailors.

He died proud of his work and in the just expectation that time will vindicate his wisdom, his purpose and his labors—and it will.

What he was not permitted to finish will be taken up by other hands, and, when the complete, crowning triumph comes, it will rest upon the foundations he has laid.

The progress of events will not stop.

"Unsolved problems have no respect for the repose of nations."

New questions will arise—are arising—have arisen.

With his calm, clear judgment and foresight, he saw and appreciated all this. His last speech was a testimonial to this fact. It was in many respects the ablest, the most thoughtful and the most statesmanlike utterance he ever made. It was the triumphant sequel to his long years of sturdy battle for a protective tariff; a complete vindication of all his predictions in that behalf, and, at the same time, a fitting farewell to the American people, whom he had served so well.

When he realized the work of the assassin his first utterance was a prayer that God would forgive the crime.

As he surrendered himself to unconsciousness, from which he might never awake, that surgery could do its work, he gently breathed the Lord's Prayer, "Thy kingdom come, Thy will be done."

And when the dread hour of dissolution overtook him and the last touching farewell had been spoken he sank to rest, murmuring, "Nearer, my God, to Thee."

This was his last triumph and his greatest. His whole life was given to humanity, but in his death we find his most priceless legacy. The touching story of that deathbed

scene will rest on generations yet unborn like a soothing benediction. Such Christian fortitude and resignation give us a clearer conception of what was in the apostle's mind when he exclaimed, "O death, where is thy sting? O grave, where is thy victory?"

Today the grave closes over the man that had been chosen by the people of the United States to represent their sovereignty, to protect and defend their Constitution, to faithfully execute the laws made for their welfare, and to safely uphold the integrity of the Republic.

He passes from the public sight, not bearing the wreaths and garlands of his countrymen's approving acclaim, but amid the sobs and tears of a mourning nation. The whole nation loved their President. His kindly disposition and affectionate traits, his amiable consideration for all around him, will long be in the hearts of his countrymen.

He loved them in return with such patriotism and unselfishness that in this hour of their grief and humiliation he would say to them, It is God's will, I am content. If there is a lesson in my life or death, let it be taught to those who still live and have the destiny of their country in their keeping.

—*Composite Eulogy.*

## The President's Last Message to the People.

PRESIDENT MILBURN, Director General Buchanan, commissioners, ladies and gentlemen: I am glad to be again in the city of Buffalo and exchange greetings with her people, to whose generous hospitality I am not a stranger and with whose good will I have been repeatedly and signally honored. Today I have additional satisfaction in meeting and giving welcome to the foreign representatives assembled here, whose presence and participation in this exposition have contributed in so marked a degree to its interest and success. To the commissioners of the Dominion of Canada and the British colonies, the French colonies, the republic of Mexico, the republics of Central and South America and the commissioners of Cuba and Porto Rico who share with us in this undertaking, we give the hand of fellowship and felicitate with them upon the triumphs of art, science, education and manufacture which the old has bequeathed to the new century.

Expositions are the timekeepers of progress. They record the world's advancement. They stimulate the energy, enterprise and intellect of the people and quicken human genius. They go into the home. They broaden and brighten the daily life of the people. They open mighty storehouses of information to the student. Every exposition, great or small, has helped to some onward step. Comparison of ideas is always educational, and as such instructs the brain and hand of man. Friendly rivalry follows, which is the spur to industrial improvement, the inspiration to useful invention and to high endeavor in all departments of human activity. It exacts a study of the wants, comforts and even the whims of the people, and recognizes the efficacy of high quality and new prices to win their favor. The quest for trade is an incentive to men of business to devise, invent, improve and economize in the cost of production. Business life, whether among ourselves or with other people, is ever a sharp struggle for success. It will be none the less so in the future. Without competition we would be clinging to



THE STATE FUNERAL OF PRESIDENT MCKINLEY AT WASHINGTON.

UNITED STATES CAVALRY.



the clumsy and antiquated processes of farming and manufacture and the methods of business of long ago, and the twentieth would be no farther advanced than the eighteenth century. But though commercial competitors we are, commercial enemies we must not be.

The Pan-American Exposition has done its work thoroughly, presenting in its exhibits evidences of the highest skill and illustrating the progress of the human family in the western hemisphere. This portion of the earth has no cause for humiliation for the part it has performed in the march of civilization. It has not accomplished everything; far from it. It has simply done its best; and, without vanity or boastfulness and recognizing the manifold achievements of others, it invites the friendly rivalry of all the powers in the peaceful pursuits of trade and commerce, and will co-operate with all in advancing the highest and best interests of humanity. The wisdom and energy of all the nations are none too great for the world's work. The success of art, science, industry and invention is an international asset and a common glory.

After all, how near one to the other is every part of the world. Modern inventions have brought into close relation widely separated peoples and made them better acquainted. Geographic and political divisions will continue to exist, but distances have been effaced. Swift ships and fast trains are becoming cosmopolitan. They invade fields which a few years ago were impenetrable. The world's products are exchanged as never before, and with increasing transportation facilities come increasing knowledge and larger trade. Prices are fixed with mathematical precision by supply and demand. The world's selling prices are regulated by market and crop reports. We travel greater distances in a shorter space of time and with more ease than was ever dreamed of by the fathers. Isolation is no longer possible or desirable. The same important news is read, though in different languages, the same day in all christendom. The telegraph keeps us advised of what is occurring everywhere, and the press foreshadows, with more or less accuracy, the plans and purposes of the nations. Market prices of products and of securities are hourly known in



UNITED STATES ARTILLERY.

every commercial mart, and the investments of the people extend beyond their own national boundaries into the remotest parts of the earth. Vast transactions are conducted and international exchanges are made by the tick of the cable. Every event of interest is immediately bulletined.

The quick gathering and transmission of news, like rapid transit, are of recent origin, and are only made possible by the genius of the inventor and the courage of the investor. It took a special messenger of the government, with every facility known at the time for rapid travel, nineteen days to go from the city of Washington to New Orleans with a message to General Jackson that the war with England had ceased and a treaty of peace had been signed. How different now! We reached General Miles in Porto Rico by cable; and he was able, through the military telegraph, to stop his army on the firing line with the message that the United States and Spain had signed a protocol suspending hostilities. We knew almost instantly of the first shots fired at Santiago; and the subsequent surrender of the Spanish forces was known at Washington within less than an hour of its consummation. The first ship of Cervera's fleet had hardly emerged from that historic harbor when the fact was flashed to our capital; and the swift destruction that followed was announced immediately through the wonderful medium of telegraphy.

So accustomed are we to safe and easy communication with distant lands that its temporary interruption even in ordinary times results in loss and inconvenience. We shall never forget the days of anxious waiting and awful suspense when no information was permitted to be sent from Peking, and the diplomatic representatives of the nations in China, cut off from all communication inside and outside of the walled capital were surrounded by an angry and misguided mob that threatened their lives; nor the joy that thrilled the world when a single message from the government of the United States brought, through our minister, the first news of the safety of the besieged diplomats.

At the beginning of the nineteenth century there was not a mile of steam railroad on the globe. Now there are enough miles to make its circuit many times. Then there



UNITED STATES MARINE BAND.

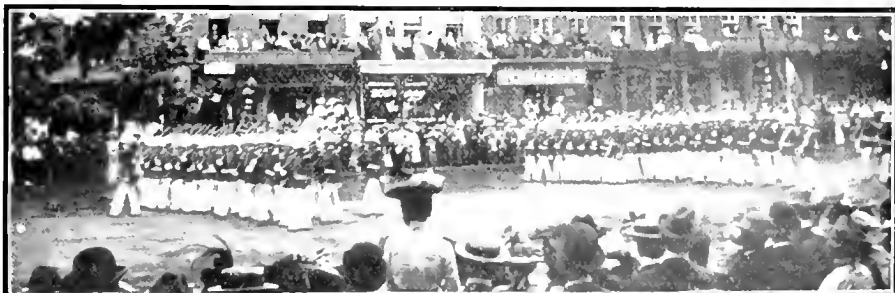
was not a line of electric telegraph; now we have a vast mileage traversing all lands and all seas.

God and man have linked the nations together. No nation can longer be indifferent to any other. And as we are brought more and more in touch with each other the less occasion is there for misunderstandings, and the stronger the disposition, when we have differences, to adjust them in the court of arbitration, which is the noblest forum for the settlement of international disputes.

My fellow citizens, trade statistics indicate that this country is in a state of unexampled prosperity. The figures are almost appalling. They show that we are utilizing our fields and forests and mines, and that we are furnishing profitable employment to the millions of workmen throughout the United States, bringing comfort and happiness to their homes, and making it possible to lay by savings for old age and disability. That all the people are participating in this great prosperity is seen in every American community and shown by the enormous and unprecedented deposits in our savings banks. Our duty is the care and security of these deposits, and their safe investment demands the highest integrity and the best business capacity of those in charge of these depositories of the people's earnings.

We have a vast and intricate business, built up through years of toil and struggle, in which every part of the country has its stake, which will not permit of either neglect or of undue selfishness. No narrow, sordid policy will subserve it. The greatest skill and wisdom on the part of manufacturers and producers will be required to hold and increase it. Our industrial enterprises which have grown to such great proportions affect the homes and occupations of the people and the welfare of the country. Our capacity to produce has developed so enormously and our products have so multiplied that the problem of more markets requires our urgent and immediate attention.

Only a broad and enlightened policy will keep what we have. No other policy will get more. In these times of marvelous business energy and gain we ought to be looking to the future, strengthening the weak places in our industrial and commercial systems, that we may be ready for any storm or strain.



UNITED STATES MARINES.

By sensible trade arrangements which will not interrupt our home production, we shall extend the outlets for our increasing surplus. A system which provides a mutual exchange of commodities is manifestly essential to the continued and healthful growth of our export trade. We must not repose in fancied security that we can forever sell everything and buy little or nothing. If such a thing were possible it would not be best for us or for those with whom we deal. We should take from our customers such of their products as we can use without harm to our industries and labor.

Reciprocity is the natural outgrowth of our wonderful industrial development under the domestic policy now firmly established; What we produce beyond our domestic consumption must have a vent abroad. The excess must be relieved through a foreign outlet; and we should sell everywhere we can and buy wherever the buying will enlarge our sales and productions, and thereby make a greater demand for home labor.

The period of exclusiveness is past. The expansion of our trade and commerce is the pressing problem. Commercial wars are unprofitable. A policy of good will and friendly trade relations will prevent reprisals. Reciprocity treaties are in harmony with the spirit of the times; measures of retaliation are not.

If perchance some of our tariffs are no longer needed, for revenue or to encourage and protect our industries at home, why should they not be employed to extend and promote our markets abroad? Then, too, we have inadequate steamship service. New lines of steamers have already been put in commission between the Pacific Coast ports of the United States and those of the western coasts of Mexico and Central and South America. These should be followed up with direct steamship lines between the eastern coast of the United States and South American ports.

One of the needs of the times is direct commercial lines from our vast fields of production to the fields of consumption that we have but barely touched. Next in advantage to having the thing to sell is to have the convenience to carry it to the buyer. We must encourage our merchant marine. We must have more ships. They must be under



GUARD OF HONOR, PALL-BEARERS AND HEARSE.

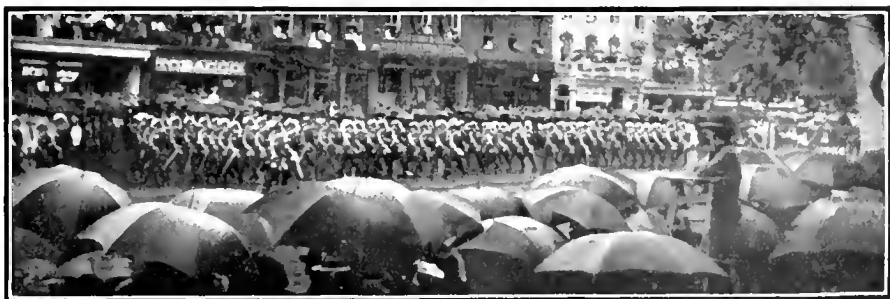
the American flag, built and manned and owned by Americans. These will not only be profitable in a commercial sense; they will be messengers of peace and amity wherever they go. We must build the isthmian canal, which will unite the two oceans and give a straight line of water communication with the western coasts of Central and South America and Mexico. The construction of a Pacific cable cannot be longer postponed.

In the furtherance of these objects of national interest and concern, you are performing an important part. This exposition would have touched the heart of that American statesman whose mind was ever alert and thought ever constant for a larger commercial and a truer fraternity of the republics of the new world. His broad American spirit is felt and manifested here. He needs no identification to an assemblage of Americans anywhere, for the name of Blaine is inseparably associated with the Pan-American movement which finds this practical and substantial expression and which we all hope will be firmly advanced by the Pan-American congress that assembles this autumn in the capital of Mexico. The good work will go on. It cannot be stopped. These buildings will disappear; this creation of art and beauty and industry will perish from sight, but their influence will remain to

"Make it live beyond its too short living  
With praises and thanksgiving."

Who can tell the new thoughts that have been awakened, the ambitions fired and the high achievements that will be wrought through this exposition? Gentlemen, let us ever remember that our interest is in concord, not conflict, and that our real eminence rests in the victories of peace, not those of war. We hope that all who are represented here may be moved to higher and nobler effort for their own and the world's good, and that out of this city may come, not only greater commerce and trade for us all, but, more essential than these, relations of mutual respect, confidence and friendship which will deepen and endure.

Our earnest prayer is that God will graciously vouchsafe prosperity, happiness and peace to all our neighbors, and like blessings to all the peoples and powers of earth.



GRAND COMMANDERY KNIGHTS TEMPLAR.

## At Rest.

W. D. NESBIT.

At rest—  
Folded hands across his breast:  
In the rest that was desired  
By his murmured: "I am tired."  
Not a shadow on his face,  
Where a smile has left its trace  
As though Death his marble lips  
Touched with tender fingertips,  
And we wonder if the peace  
Which his form encompasseth  
Is the glory of his life,  
Or the majesty of death.

And from all the land there comes,  
As the requiems grandly surge,  
With the lilt of muffled drums,  
Sighing strains of Sorrow's dirge.  
Aye! A nation's heart is rent  
In the greatness of its throbs.  
See the Gate of Grief unpent;  
Hear a stricken nation's sobs!

At rest—  
With his hands prone on his breast.  
Weary hands, that rest today  
From their pointing out the way;  
Weary hands, that wrought for peace;  
Hands that bade the warfare cease;  
Weary hands—as white and fair  
As the waxen lilies there,  
Though his soul has journeyed on,  
Still—there is the coming dawn,  
And the Sorrow of today  
Bringeth Hope with her alway.

Who can sing a good man's deeds?  
Who can sing a good man's worth.  
When his wisdom planted seeds  
That have bloomed o'er all the earth,  
When his wondrous mind and hand  
Have achieved results sublime?  
They—a monument will stand  
That endureth for all time.

At rest—  
Quiet hands across his breast.  
And the West shall bring her rose,  
And the South her lilies white,  
And the daisies of the North  
Be the stars in Sorrow's night.  
Aye, the West shall bring her rose,  
And the East her violet,  
And the garland of them all  
With a nation's tears be wet.

## Unguarded Gates.

THOMAS BAILEY ALDRICH, IN THE ATLANTIC MONTHLY, APRIL, 1892

WIDE open and unguarded stand our gates,  
Named of the four winds—North, South, East  
and West;

Portals that lead to an enchanted land  
Of cities, forests, fields of living gold,  
Vast prairies, lordly summits touched with snow,  
Majestic rivers sweeping proudly past  
The Arab's date palm and the Norseman's pine—  
A realm wherein are fruits of every zone,  
Airs of all climes, for lo! throughout the year  
The red rose blossoms somewhere—a rich land,  
A later Eden planted in the wilds,  
With not an inch of earth within its bound  
But if a slave's foot press it sets him free!  
Here it is written, Toil shall have its wage,  
And Honor honor, and the humblest man  
Stands level with the highest in the law.  
Of such a land have men in dungeons dreamed,  
And with the vision brightening in their eyes  
Gone smiling to the fagot and the sword.  
Wide open and unguarded stand our gates,  
And through them presses a wild, motley throng—  
Men from the Volga and the Tartar steppes,  
Featureless figures of the Hoang-Ho,  
Malayan, Scythian, Teuton, Kelt and Slav,  
Flying the old world's poverty and scorn;  
These bringing with them unknown gods and rites,  
Those, tiger passions, here to stretch their claws.  
In street and alley what strange tongues are these,  
Accents of menace alien to our air,  
Voices that once the Tower of Babel knew!  
O Liberty, White Goddess! is it well  
To leave the gates unguarded? On thy breast  
Fold Sorrow's children, soothe the hurts of fate,  
Lift the down-trodden, but with the hand of steel  
Stay those who to thy sacred portals come  
To waste the gifts of freedom. Have a care  
Lest from thy brow the clustered stars be torn  
And trampled in the dust. For so of old  
The thronging Goth and Vandal trampled Rome,  
And where the temples of the Cæsars stood  
The lean wolf unmolested made her lair.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	NOON	PM	PM	PM	PM	PM	PM	NIGHT
LV WASHINGTON-----	7.05	8.30	9.00	10.00	12.10	1.10	3.00	4.00	5.05	8.00	11.30	2.35
LV BALTIMORE, CAMDEN STA. -	7.55	9.19	9.52	10.50	1.00	2.15	3.49	4.48	6.00	8.00	12.39	3.26
LV BALTIMORE, MT. ROYAL STA.	8.00	9.24	9.57	10.54	1.05	2.20	3.53	4.52	6.05	9.05	12.44	3.30
AR. PHILADELPHIA -----	10.15	11.27	12.11	12.53	3.09	4.35	5.51	7.00	8.19	11.40	3.10	5.35
AR. NEW YORK, LIBERTY STREET.	12.35	1.40	2.30	3.00	5.35	7.00	8.00	9.25	10.40	3.20	5.52	8.07
AR. NEW YORK, WHITEHALL TER.	12.40	1.45	2.35	3.05	5.40	7.05	8.05	9.35	10.50	-----	-----	8.10
	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 535 EX. SUN 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL	-----	7.55	9.55	11.25	12.55	1.25	3.35	4.55	6.55	12.10
LV. NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	1.00	1.30	3.40	5.00	7.00	12.15
LV. PHILADELPHIA -----	7.30	10.26	12.20	1.37	3.07	4.20	5.48	7.30	9.40	3.36
AR. BALTIMORE, MT. ROYAL STATION	9.31	12.41	2.26	3.35	5.05	6.42	7.46	9.32	11.46	6.05
AR. BALTIMORE, CAMDEN STATION	9.35	12.45	2.30	3.40	5.10	6.46	7.50	9.36	11.50	6.10
AR. WASHINGTON -----	10.35	1.40	3.30	4.30	6.00	7.50	8.40	10.30	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

*Pullman Cars on all trains.*

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL	9.55 AM	1.25 PM	1.25 PM	6.55 PM	-----	12.10 NT	6.55 PM	-----
LV NEW YORK, LIBERTY STREET	10.00 AM	1.30 PM	1.30 PM	7.00 PM	4.30 AM	12.15 AM	7.00 PM	-----
LV. PHILADELPHIA -----	12.20 PM	4.20 PM	4.20 PM	9.40 PM	7.30 AM	3.35 AM	9.40 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.26 PM	6.42 PM	6.42 PM	11.45 PM	9.31 AM	8.50 AM	11.46 PM	-----
LV. BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
LV WASHINGTON -----	3.45 PM	8.05 PM	8.30 PM	1.10 AM	10.50 AM	10.05 AM	1.00 AM	-----
AR. PITTSBURG -----	-----	-----	6.10 AM	-----	7.30 PM	-----	8.55 AM	-----
AR. CLEVELAND -----	-----	-----	10.45 AM	-----	-----	-----	-----	4.00 PM
AR. WHEELING -----	-----	8.25 AM	-----	-----	-----	-----	-----	-----
AR. COLUMBUS -----	-----	11.50 AM	-----	-----	-----	-----	-----	-----
AR. TOLEDO -----	-----	-----	-----	-----	-----	-----	-----	-----
AR. OHIOAGO -----	5.55 PM	9.00 PM	-----	7.23 AM	9.00 AM	12.00 AM	-----	6.50 AM
AR. CINCINNATI -----	8.00 AM	-----	-----	5.48 PM	-----	2.05 AM	-----	-----
AR. INDIANAPOLIS -----	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
AR. LOUISVILLE -----	11.52 AM	-----	-----	9.30 PM	-----	7.10 AM	-----	-----
AR. ST. LOUIS -----	6.55 PM	-----	-----	7.35 PM	-----	12.40 PM	-----	-----
AR. OHATTANOOGA -----	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
AR. MEMPHIS -----	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
AR. NEW ORLEANS -----	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

*Through Pullman Sleepers to all points.*

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM., DAILY	No. 46 EXPRESS DAILY	No. 14 EXPRESS DAILY
LV. CHICAGO -----	* 8.30 AM	2.45 AM	8.30 PM	10.20 AM	-----	-----	8.00 PM	7.00 PM
LV. TOLEDO -----	-----	-----	-----	-----	-----	-----	-----	-----
LV. COLUMBUS -----	-----	-----	-----	12.10 AM	-----	-----	11.00 AM	10.45 AM
LV. WHEELING -----	-----	-----	11.20 PM	-----	3.00 PM	-----	-----	-----
LV. CLEVELAND -----	-----	-----	8.00 AM	-----	9.45 PM	6.30 PM	1.00 PM	-----
LV. PITTSBURG -----	-----	-----	-----	-----	-----	8.05 PM	-----	-----
LV. ST. LOUIS -----	* 8.20 AM	2.15 AM	-----	-----	-----	2.30 AM	-----	-----
LV. LOUISVILLE -----	* 2.10 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. INDIANAPOLIS -----	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. CINCINNATI -----	* 6.35 PM	12.15 PM	-----	-----	-----	8.15 AM	-----	-----
LV. NEW ORLEANS -----	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----
LV. MEMPHIS -----	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----
LV. OHATTANOOGA -----	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
AR. WASHINGTON -----	1.00 PM	6.41 PM	4.50 PM	11.55 AM	6.55 AM	2.22 AM	11.05 PM	-----
AR. BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.53 PM	12.55 PM	7.50 AM	3.22 AM	12.25 AM	-----
AR. BALTIMORE, MT. ROYAL STATION	2.20 PM	8.00 AM	6.05 PM	1.05 PM	8.00 AM	3.30 AM	12.44 AM	-----
AR. PHILADELPHIA -----	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	5.35 AM	3.10 AM	-----
AR. NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	8.07 AM	5.52 AM	-----
AR. NEW YORK, WHITEHALL TERMINAL	7.05 PM	12.40 PM	10.50 PM	5.40 PM	12.40 PM	8.10 AM	-----	-----

*Through Pullman Sleepers from all points. \* Daily. + Daily, except Sunday.*



# THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

## EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.
- No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526.** Buffet Parlor Car Washington to New York.
- No. 522.** Parlor Car and Dining Car, table d'hôte, Baltimore to New York.
- No. 528.** **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
- No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 502.** Drawing Room Car Washington to New York. Dining Car, table d'hôte, Cafe, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train.** Elegant Coaches. Parlor Cars, and Observation Buffet Cars. Dining Car, table d'hôte; and Cafe, a la carte, Philadelphia to New York. No excess fare on this train.
- No. 536.** Buffet Parlor Car Washington to New York.
- No. 506.** Parlor Car Washington to New York. Dining Car, table d'hôte; and Cafe, a la carte, Baltimore to New York.
- No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York.

## WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington.
- No. 517.** Buffet Parlor Car New York to Washington.
- No. 501.** Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 527.** **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte; and Cafe, a la carte, New York to Baltimore.
- No. 535.** **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte; and Cafe, a la carte, New York to Philadelphia.
- No. 507.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 509.** **"Royal Limited." Five Hour Train.** Elegant Coaches, Parlor Cars, and Observation Buffet Cars. Dining Car, table d'hôte; and Cafe, a la carte, Philadelphia to Washington. No excess fare on this train.
- No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
- No. 503.** Buffet Drawing Room Car New York to Washington.
- No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.
- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.
- No. 9.** Drawing Room Buffet Sleeping Car Philadelphia to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg (on Saturday night this car runs to Deer Park only). Buffet serves supper; Dining Cars serve balance of meals.
- No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Sleeping Car Deer Park to Pittsburg on Monday mornings. Dining Car Conneville to Pittsburg.
- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47.** Sleeping Car Pittsburg to Chicago. Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago. Observation Sleeping Car Pittsburg to Cleveland.
- No. 55.** Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.
- No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore, except on Sunday night this car starts from Deer Park. Dining Cars serve all meals.
- No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Baltimore. Sleeping Car Chicago to Pittsburg. Observation Sleeping Car Cleveland to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Through Coach Chicago to Cleveland. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10.** Sleeping Cars Pittsburg to Washington and Drawing Room Buffet Sleeping Car Cleveland to Philadelphia. Sleeping Car Pittsburg to Deer Park via Cumberland on Friday nights only. Dining Car serves breakfast.
- No. 12. "Ouquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville.
- No. 46.** Sleeping Car Chicago to Cleveland. Through Coach and Sleeping Car Chicago to Pittsburg. Parlor Car Wheeling to Baltimore.
- No. 14.** Sleeping Car Chicago to Wheeling.

# THE BALTIMORE & OHIO RAILROAD COMPANY

GENERAL OFFICES: BALTIMORE, MARYLAND.

## EXECUTIVE DEPARTMENT.

WILLIAM SALOMON, Chairman of the Board ..... New York City.  
 I. F. LOEFER, President ..... Baltimore, Md.  
 OSCAR G. MURRAY, 1st Vice President ..... Baltimore, Md.  
 C. W. WOODFORD, Secretary ..... Baltimore, Md.  
 W. H. WILLIAMS, Assistant Secretary ..... Baltimore, Md.  
 DAVID C. GREENE, Assistant Secretary ..... Philadelphia, Pa.

## LEGAL DEPARTMENT.

JOHN K. COWEN, General Counsel ..... Baltimore, Md.  
 HUGH L. BONDI, General Attorney ..... Baltimore, Md.

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H. D. BELKIN, Comptroller ..... Baltimore, Md.  
 J. M. WALKINS, Auditor of Revenue ..... Baltimore, Md.  
 GEO. W. BOOTH, General Auditor ..... Baltimore, Md.  
 G. R. HOWARTH, Auditor of Disbursements ..... Baltimore, Md.

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J. V. McNEAL, Treasurer ..... Baltimore, Md.

## OPERATING DEPARTMENT.

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 D. F. MARONEY, Gen. Supt. Pittsburg Division and Branches, Pittsburg, Pa.  
 J. VAN SMITH, Gen. Supt. New York Division, Foot of Whitehall Street, New York, N. Y.  
 ARTHUR HALE, Asst. General Manager ..... Baltimore, Md.  
 L. G. HAYS, Asst. to General Manager ..... Baltimore, Md.  
 J. T. LEARY, Asst. to General Manager ..... Baltimore, Md.  
 T. J. POLLEY, Asst. to General Manager ..... Baltimore, Md.  
 J. M. GRAHAM, Chief Engineer ..... Baltimore, Md.  
 P. H. IRWIN, Asst. Chief Engineer ..... Baltimore, Md.  
 J. J. GREENBERG, English Bridges and Buildings ..... Baltimore, Md.  
 R. D. MCCURRIN, Road Estate Agent ..... Baltimore, Md.  
 G. B. OWEN, Supt. Maint. of Way, East ..... Baltimore, Md.  
 DAVID LEE, Supt. Maint. of Way, West ..... Zanesville, O.  
 F. D. USANAVE, Gen. Supt. Mot. & Power ..... Baltimore, Md.  
 E. T. WHITE, Asst. Chief Mechanical Supt. ..... Baltimore, Md.  
 W. S. HAINES, Asst. Chief Mechanical Supt. ..... Newark, O.  
 W. ANCKER, Supt. Floating Equipment ..... Baltimore, Md.  
 E. H. BANKARD, Purchasing Agent ..... Baltimore, Md.  
 R. W. WRIGHT, Fuel Agent ..... Baltimore, Md.  
 L. E. BREWER, Asst. Fuel Agent ..... Baltimore, Md.  
 WM. GIBSON, Gen. Supt. of Transportation ..... Baltimore, Md.  
 J. R. KEARNEY, Supt. Car Service ..... Baltimore, Md.  
 E. V. BAUGH, Supt. Dining Cars and Restaurants ..... Baltimore, Md.  
 CHAS. SELDEN, Supt. Telegraph ..... Baltimore, Md.  
 THOS. FITZGERALD, Gen. Supt. Phila. Div. Main Line and Branches, Baltimore, Md.

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 LYMAN MCCARTHY, Asst. Gen. Pass. Agt., 434 Broadway, New York.  
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 B. F. BOND, Division Passenger Agent ..... Baltimore, Md.  
 S. B. HIGGE, General Agent, Pass. Dept. ..... Washington, D. C.  
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 L. G. STINE, Passenger Agent ..... 1300 Broadway, New York.  
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 A. C. WILSON, Trav. Passenger Agent ..... Washington, D. C.  
 C. E. DEDROW, Trav. Pass. Agent ..... Harper's Ferry, W. Va.  
 J. T. LANE, Travelling Passenger Agent ..... Belaire, O.  
 F. P. COOPER, Travelling Passenger Agent ..... Newark, O.  
 W. W. PICKING, General Agent, Pass. Dept. .... Chicago, Ill.  
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 R. C. HANSE, N-W. Trav. Pass. Agent ..... St. Paul, Minn.  
 J. C. RUMCH, Travelling Passenger Agent ..... Omaha, Neb.  
 GEO. S. STUART, Travelling Pass. Agent ..... San Francisco, Cal.  
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 W. E. LOWES, Advertising Agent ..... Baltimore, Md.  
 F. D. GILDERSEAVE, Dist. Pass. Agt. B. & O. S. W. R. R., St. Louis, Mo.  
 J. B. SCOTT, JR., Dist. Pass. Agt. B. & O. S. W. R. R., Cincinnati, O.  
 R. S. BROWN, Dist. Pass. Agt. B. & O. S. W. R. R., Louisville, Ky.  
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 J. H. LAUBACH, Trav. Pass. Agt. B. & O. S. W. R. R., Chillicothe, O.  
 G. M. TAYLOR, Trav. Pass. Agt. B. & O. S. W. R. R., Vincennes, Ind.  
 A. C. GOODRICH, Trav. Pass. Agt. B. & O. S. W. R. R., Kansas City, Mo.  
 S. M. SHATTUCK, Trav. Pass. Agt. B. & O. S. W. R. R., Denver, Col.  
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 R. B. BOCKENBROUGH, Gen. Freight Agent ..... Pittsburg, Pa.  
 C. V. LEWIS, Gen. Freight Agent in charge of Freight Claims, Baltimore, Md.  
 E. M. DAVIS, Asst. Gen. Freight Agent ..... Baltimore, Md.  
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 I. M. JOHNSON, Gen. Frt. Agt., 134 Broadway, New York.  
 A. P. BOGELON, Gen. West Frt. Agt., 710 Merchants Loan and Trust Building, Chicago, Ill.  
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 F. FOWLER, Division Freight Agent ..... Chambersburg, W. Va.  
 L. I. CHALINOR, Division Freight Agt. ..... Parkersburg, W. Va.  
 H. M. MATHIAS, Division Freight Agent ..... Pittsburg, Pa.  
 O. A. CONLANS, Division Freight Agent ..... Columbus, O.  
 C. T. WIGHT, Division Freight Agent ..... Sandusky, O.  
 R. I. KAP, Division Freight Agent ..... Tiffin, O.  
 PAGE CHERRY, Gen. Dairy Freight Agent ..... Chicago, Ill.  
 BEN WILSON, Gen. Live Stock Agent ..... Baltimore, Md.  
 RICHARD A. LEE, Asst. Gen. Live Stock Agt. ..... Pittsburg, Pa.  
 R. B. WAYS, Foreign Freight Agent ..... Baltimore, Md.  
 J. A. MURRAY, General Coal and Coke Agt. ..... Baltimore, Md.  
 W. L. ANDREWS, Coal and Coke Agent ..... Pittsburg, Pa.  
 W. W. DONNIT, Coal and Coke Agent ..... Columbus, O.  
 E. S. VAN SANTI, Coal and Coke Agent ..... Chicago, Ill.  
 W. W. WOOD, Industrial Agent ..... Baltimore, Md.  
 H. C. SMITH, Freight Tariff Agent ..... Baltimore, Md.  
 C. H. MAYNARD, Commercial Freight Agent ..... Boston, Mass.  
 E. S. KING, Com'l Frt. Agt., Bourse Bldg. ..... Philadelphia, Pa.  
 J. P. WHITE, Commercial Freight Agent ..... Wilmington, Del.  
 H. W. ATKINSON, Commercial Freight Agent, Baltimore, Md.  
 B. V. JOCKSON, Commercial Frt. Agent ..... Washington, D. C.  
 W. N. McFELL, Commercial Freight Agent ..... Atlanta, Ga.  
 T. J. WALTERS, Commercial Freight Agent ..... Pittsburg, Pa.  
 H. H. MARSH, Commercial Freight Agent ..... Wheeling, W. Va.  
 H. R. ROGERS, Commercial Freight Agent ..... Cleveland, O.  
 C. E. WOOD, Commercial Freight Agent ..... Akron, O.  
 E. N. KENDALL, Commercial Freight Agent ..... Toledo, O.  
 JOHN HUTCHINGS, Commercial Freight Agent, Detroit, Mich.  
 C. B. HARKINS, Commercial Freight Agent ..... Chicago, Ill.  
 C. H. ROSS, Commercial Freight Agent ..... Milwaukee, Wis.  
 THOS. MILLS, Commercial Frt. Agent ..... Minneapolis, Minn.  
 H. C. PIERCE, Commercial Freight Agent ..... Omaha, Neb.  
 M. J. ALLEN, Commercial Freight Agent ..... Denver, Col.  
 J. J. COLLIER, Commercial Freight Agent, Kansas City, Mo.  
 J. E. GALBRAITH, General Agent ..... Cleveland, O.  
 PETER HARVEY, General Agent, Room 1, Hobart Building, San Francisco, Cal.  
 ALFRED HOLLANDER & Co., Import Agents, New York.  
 T. H. NOONAN, Gen. Manager Continental Line and Central States Dispatch, Cincinnati, O.

### MILEAGE.

NEW YORK DIVISION	5.30	
PHILADELPHIA DIVISION AND BRANCHES	129.42	
MAIN LINE AND BRANCHES	949.98	
PITTSBURG DIVISION AND BRANCHES	403.08	
TOTAL MILEAGE EAST OF OHIO RIVER		1,487.78
MIDDLE AND NORTHWESTERN DIVISIONS	780.19	
TOTAL MILEAGE WEST OF OHIO RIVER		780.19
TOTAL MILEAGE OF SYSTEM		2,277.97

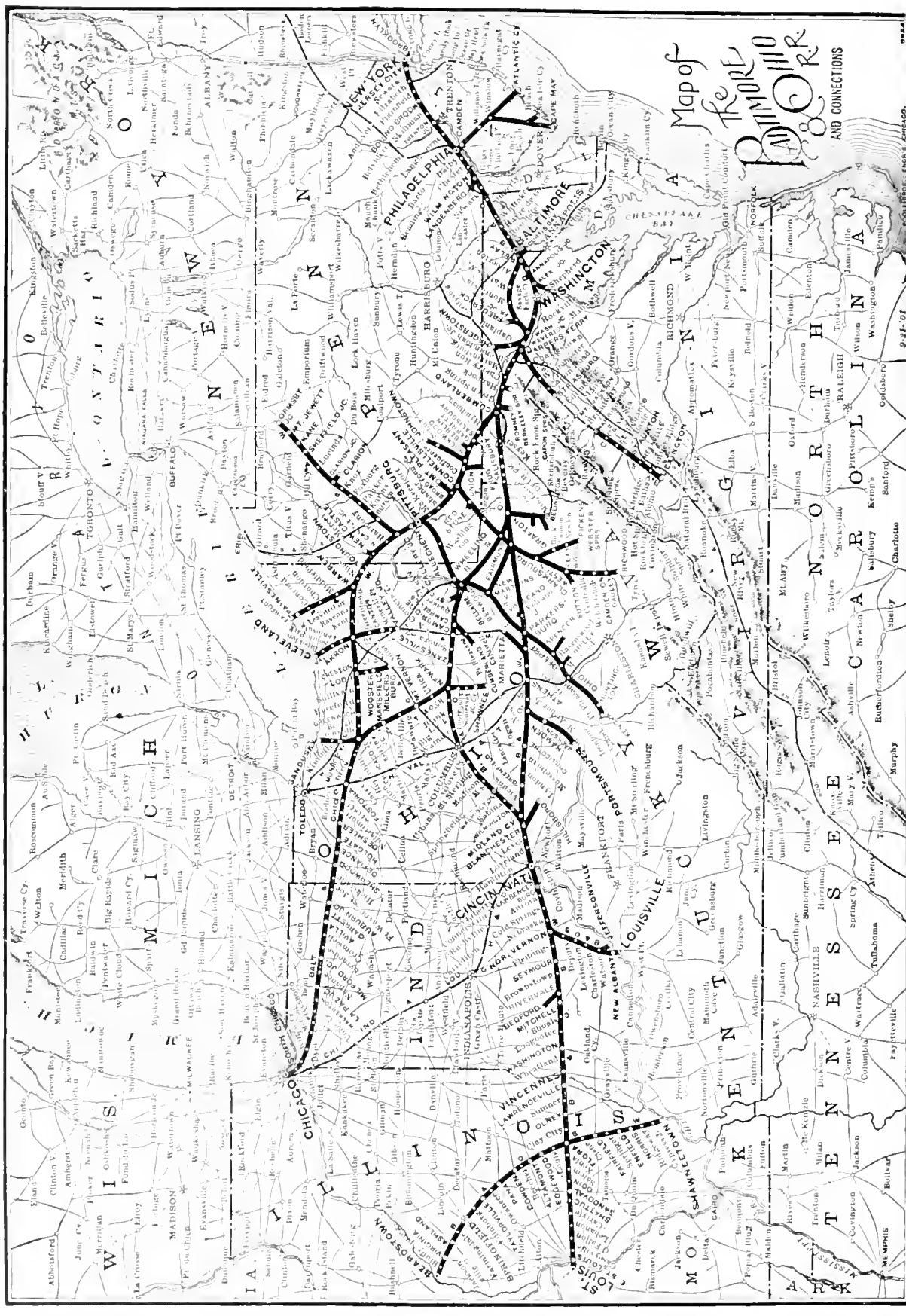
# GUIDE TO WASHINGTON



**A** MOST beautiful, artistic and practical "Guide to Washington," fully illustrated, published by the Passenger Department of the Baltimore & Ohio Railroad, can be obtained from principal Ticket Agents for ten (10) cents, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

**D. B. MARTIN,**  
Manager Passenger Traffic,  
Baltimore & Ohio Railroad, Baltimore, Md.

**B. N. AUSTIN,**  
General Passenger Agent,  
Baltimore & Ohio Railroad, Chicago, Ill.



# Map of RAILROADS AND CONNECTIONS



# Baltimore

# Ohio

# R.R.

## EAST AND WEST



### CALENDAR - 1901



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
6	7	1	2	3	4	5	3	4	5	6	7	8	9	1	2	3	4	5	6	7	7	1	2	3	4	5	6
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16	14	15	16	17	18	19	20
20	21	22	23	24	25	26	17	18	19	20	21	22	23	17	18	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31			24	25	26	27	28			24	25	26	27	28	29	30	28	29	30				

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	1	2	3	4	2	3	4	5	6	7	1	8	1	2	3	4	5	6	4	5	6	7	1	2	3
12	13	14	15	16	17	18	9	10	11	12	13	14	15	7	8	9	10	11	12	13	11	12	13	14	15	16	17
19	20	21	22	23	24	25	16	17	18	19	20	21	22	14	15	16	17	18	19	20	18	19	20	21	22	23	24
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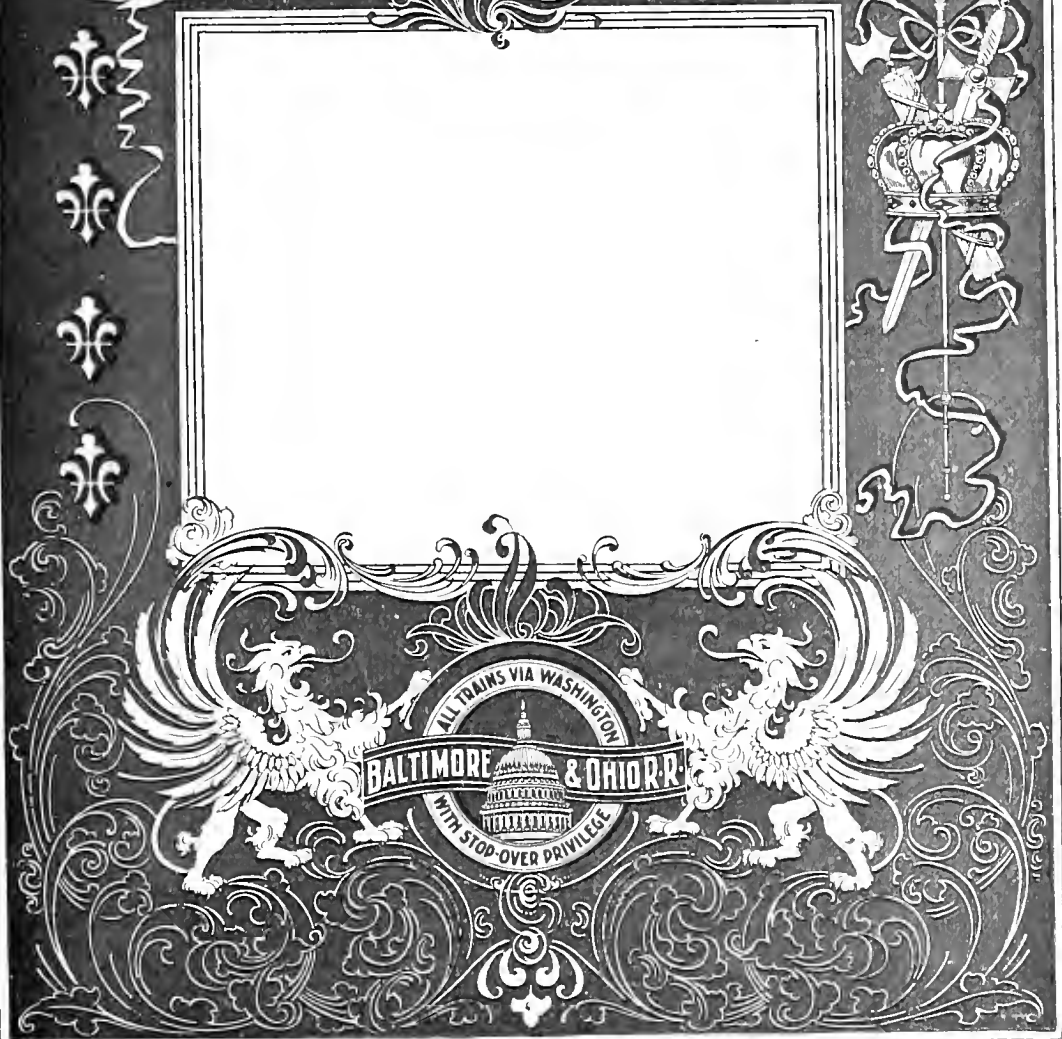
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	6	7	8	9	10	11	12	1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	13	14	15	16	17	18	19	8	9	10	11	12	13	14	15	16	17	18	19	20	
15	16	17	18	19	20	21	20	21	22	23	24	25	26	10	11	12	13	14	15	16	22	23	24	25	26	27	28
22	23	24	25	26	27	28	27	28	29	30	31			17	18	19	20	21	22	23	29	30	31				

## ROYAL BLUE TRAINS

D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

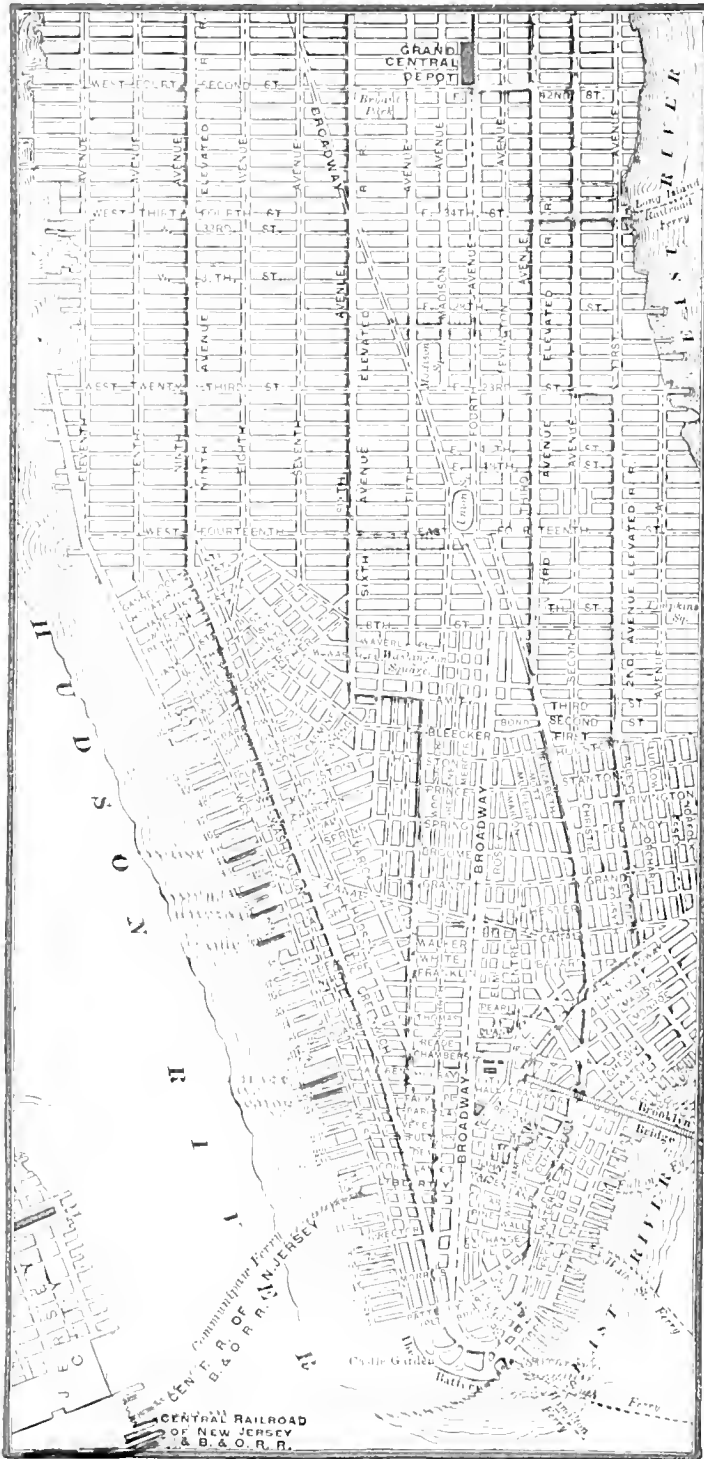
B.N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

# ROYAL BLUE



ALL TRAINS VIA WASHINGTON  
BALTIMORE & OHIO R.R.  
WITH STOP-OVER PRIVILEGE

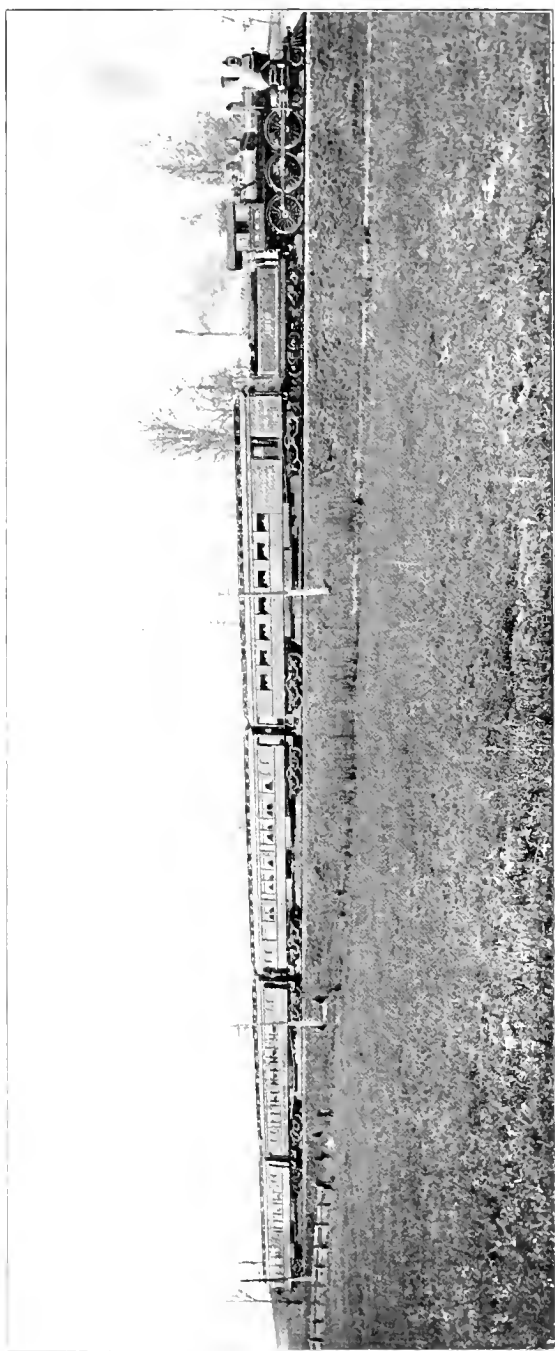
# South Ferry Whitehall Terminal



Most Convenient Entrance to  
**Greater New York**

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.





THE "ROYAL LIMITED" FINEST DAY TRAIN IN THE WORLD

Running Daily between NEW YORK, PHILADELPHIA, BALTIMORE and WASHINGTON

Leaves New York 3.40 p. m., arrives Washington 8.40 p. m.

Leaves Washington 3.00 p. m., arrives New York 8.00 p. m.

PULLMAN PARLOR and OBSERVATION CARS. B. & O. DINING and CAFE CARS



## The Duquesne Limited

The "DUQUESNE LIMITED"

leaves PITTSBURG daily at 6.30 p. m. and arrives  
PHILADELPHIA 5.35 a. m. and NEW YORK  
8.10 a. m. Pullman Buffet Drawing Room Sleepers to  
both cities. Dining Car serves supper leaving Pittsburg.

First class fare only \$9.00; second class \$8.50,  
Pittsburg to New York.

First class fare only \$8.00; second class \$7.50,  
Pittsburg to Philadelphia.

New York  
Philadelphia  
Pittsburg



The "PITTSBURG LIMITED"

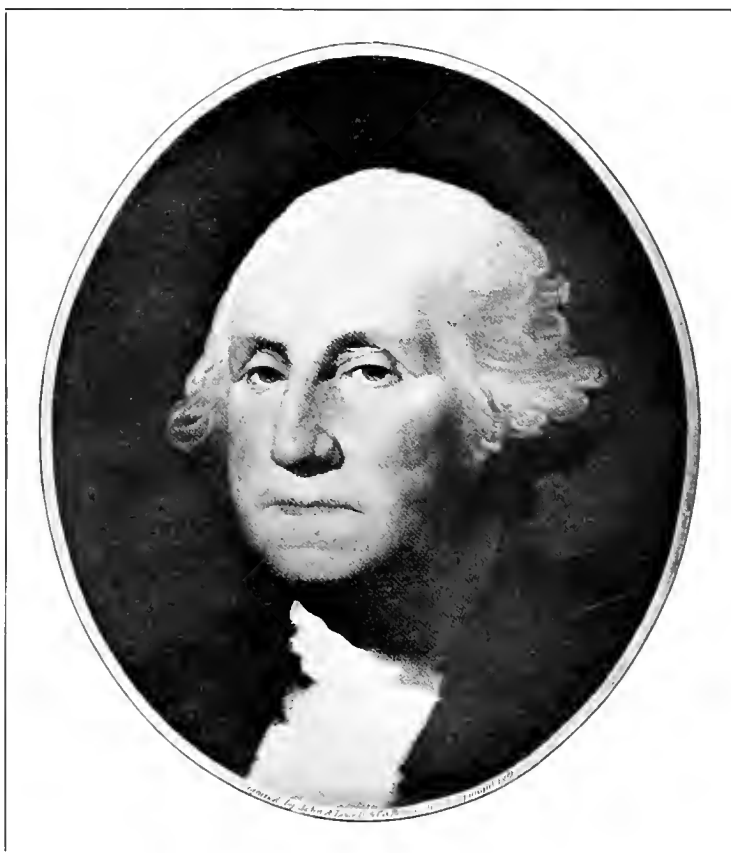
leaves NEW YORK daily, South Ferry, at 6.55 p. m.,  
Liberty Street 7.00 p. m.; leaves PHILADELPHIA  
9.40 p. m. and arrives PITTSBURG 8.55 a. m.  
Pullman Buffet Drawing Room Sleepers from both  
cities to Pittsburg. Dining Car serves breakfast.

First class fare only \$9.00; second class \$8.50,  
New York to Pittsburg.

First class fare only \$8.00; second class \$7.50,  
Philadelphia to Pittsburg.

## The Pittsburg Limited

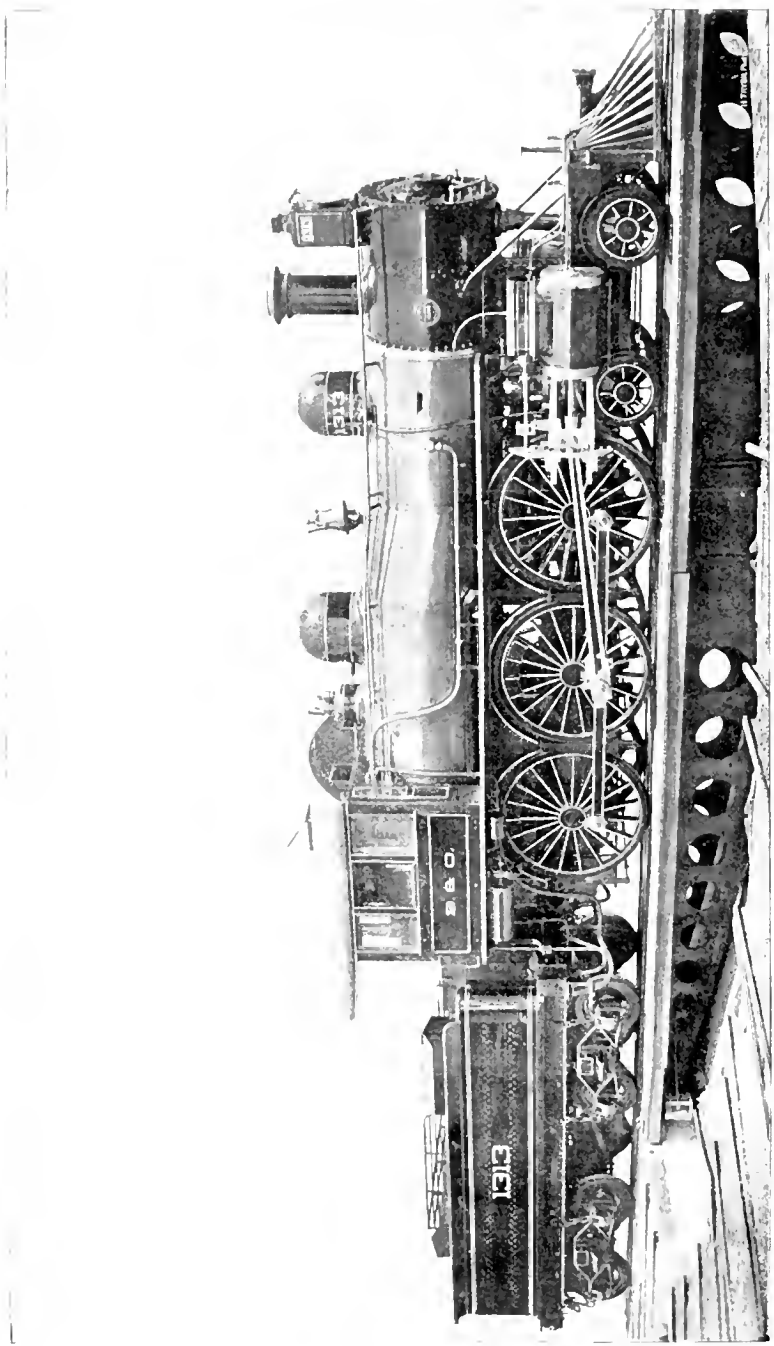
# GUIDE TO WASHINGTON



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Manager Passenger Traffic,  
Baltimore & Ohio Railroad, Baltimore, Md.

**B. N. AUSTIN,**  
General Passenger Agent,  
Baltimore & Ohio Railroad, Chicago, Ill.



CLASS "B-1" TYPE OF BALTIMORE & OHIO R. R. PASSENGER ENGINE. USED BETWEEN WASHINGTON AND CUMBERLAND

This engine has a record of running from Philadelphia to Washington, 46 miles, at an average of 62.8 miles per hour

# BOOK OF THE ROYAL BLUE.

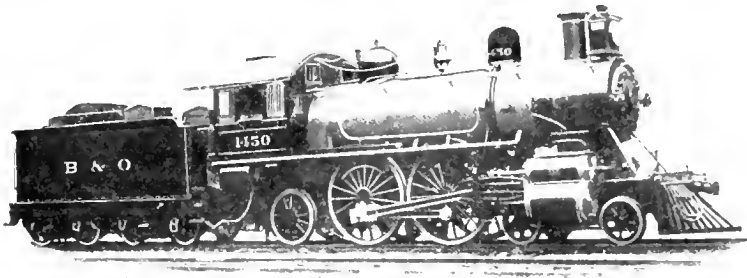
PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, NOVEMBER, 1901.

No. 2.

## THE MODERN BALTIMORE & OHIO RAILROAD.



CLASS A-1 ATLANTIC TYPE, ON CHICAGO DIVISION.

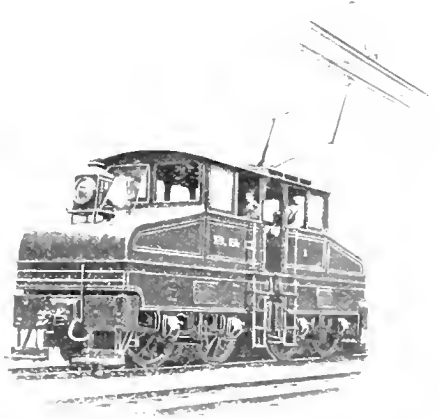
THE history of the United States is closely interwoven with the history of the Baltimore & Ohio Railroad. Politics, war and progress dot the pages of the volumes that have been written of the oldest railroad corporation in this country, and its seventy-fifth annual meeting this year would establish a memorable reputation in the minds of people who judge by age and not by condition.

No one could write truthfully about the Baltimore & Ohio and not say that immediately prior to 1896 its condition was not good; yet one must give it credit for the advance it made during the previous decades.

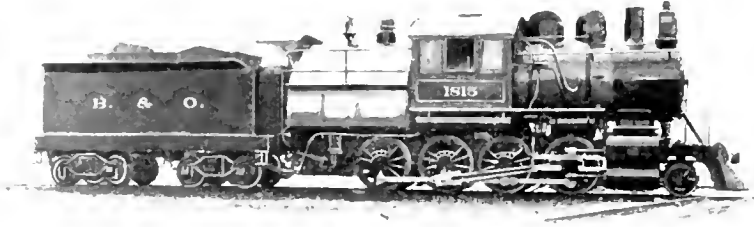
The modern development of the railroad is the story of the improvements made on the Baltimore & Ohio in five years. A dollar is a unit of value, and its purchasing power can easily be encompassed by the average mind; but \$75,000,000 is a sum that one can scarcely conceive of, yet the Baltimore & Ohio has spent that much money in six years and is not yet at the end.

No railroad has been brought nearer

the condition of modern requirement than this old line whose first power was horses, and which has progressed even beyond the steam age into that of electricity. Today the big freight engines of the Baltimore &



ELECTRIC LOCOMOTIVE, WEIGHT 96 TONS.



CLASS E-19 COMPOUND CONSOLIDATION FREIGHT ENGINES WITH WOOTTEN FIREBOXES. WEIGHT 181,000 POUNDS. 115 IN USE.

Ohio weigh nearly ninety tons. Not one, but literally hundreds of them are pulling great 3,000-ton trains over divisions which five years ago a 1,000-ton train was the maximum and a great rarity.

A person unaccustomed to movements of traffic, and not associated with railway management, can hardly realize the great expenditure necessary to enable a railroad

in one lot, an extraordinary order from a railroad that at that time was doing extraordinary things.

The bridges fixed, the rail, mostly sixty-seven pounds to the yard, must be replaced with eighty-five pound steel, costing more and taking many more tons to the mile. New rails needed new ties, and while rail was bought in 10,000-ton lots, very fre-



CLASS E-18 COMPOUND CONSOLIDATION FREIGHT ENGINE. WEIGHT 178,000 POUNDS. 40 IN USE.

to increase the weight of its motive power forty per cent and double the load in a freight car.

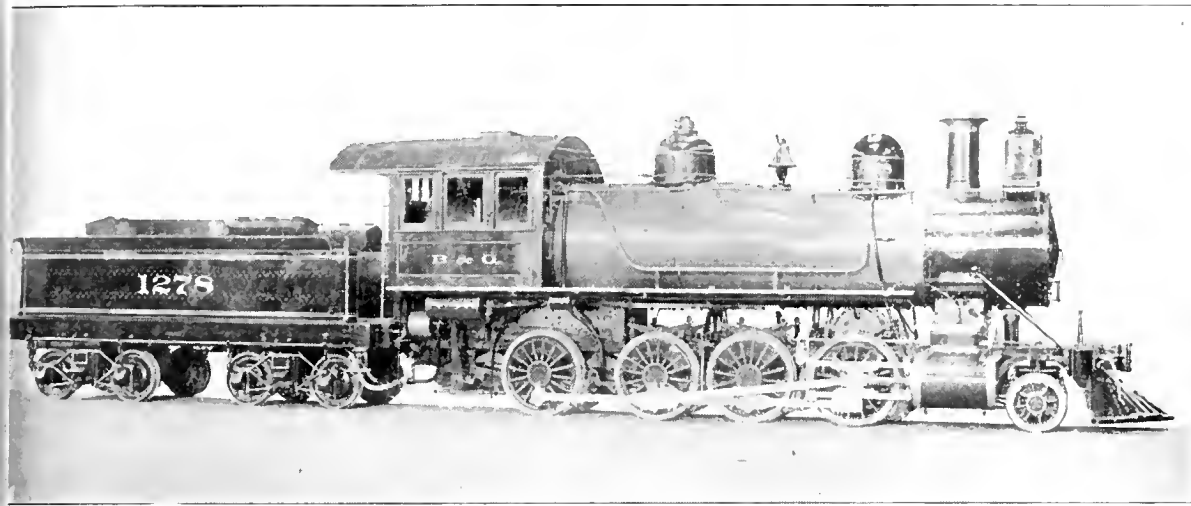
First, every bridge originally erected to carry safely a 140,000-pound engine must be reconstructed, if not rebuilt, to carry a 200,000-pound load. It thus happened new structures became the rule. At one time fifty-three bridges were ordered

quently the orders for ties read millions.

No track is good without ballast. Crushed stone was bought by the 100,000 cubic yards; and thousands of men, in times of financial stringency and slackness of work, put in ballast, tamped ties and spiked rail day after day, until hundreds and hundreds of miles of absolutely new track were constructed.



CLASS E-19 TEN-WHEEL COMPOUND PASSENGER AND FAST FREIGHT ENGINE. WEIGHT 171,000 POUNDS. 30 IN USE.

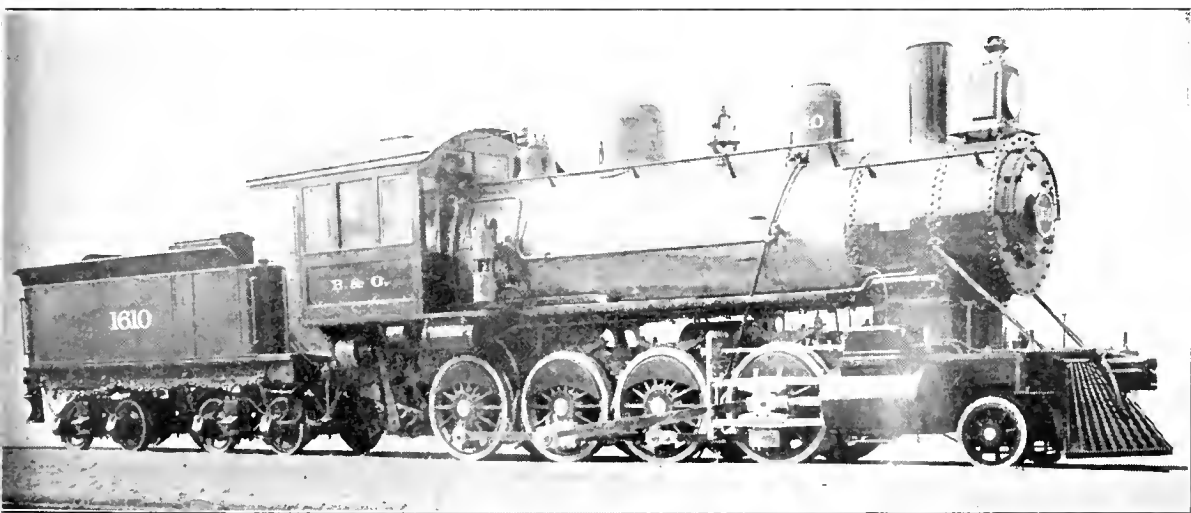


CLASS L-11 TYPE OF FREIGHT ENGINE, WEIGHT 115,000 POUNDS, 4 IN USE

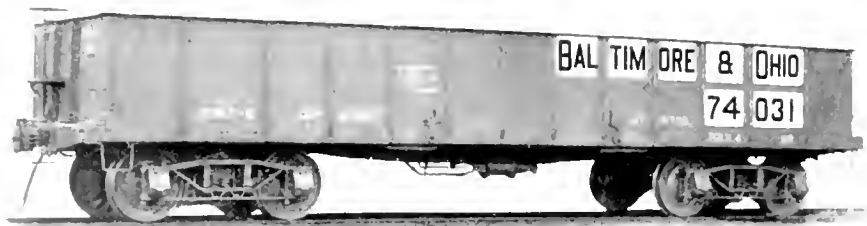
Railroad economics set forth that low grades mean heavy trains and low cost of transportation. The Baltimore & Ohio began a scheme of low grade development. The steam drill and dynamite chewed and pushed their way into solid rock whilst steam shovels ate great trenches through mountains until the grade reached an operating level that will eventually put the Baltimore & Ohio on a plane with the best roads of the country for low cost and greatest efficiency. It is difficult to believe

the Baltimore & Ohio will have only eighteen-foot eastbound grades from Chicago to Baltimore, except at five points, where mountains must be crossed; but the day is less than eighteen months away when this dream of 1896 will be a reality.

Given the heavy locomotive, the reconstructed track, the lowered grades and the new bridges, the road became a great factor in the traffic between the east and west. The car capacity averaged 40,000 pounds. They were expensive compared with the



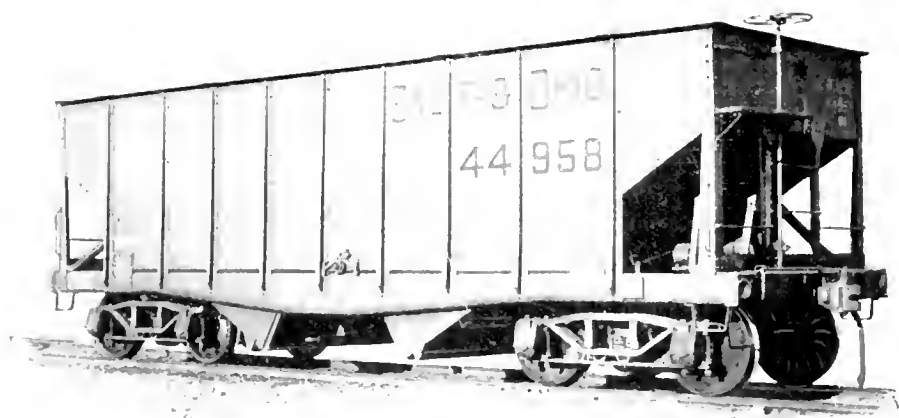
CLASS E-10 TYPE OF FREIGHT ENGINE, WEIGHT 110,000 POUNDS, 6 IN USE



AN 80,000-POUNDS CAPACITY STEEL GONDOLA CAR IN USE



80,000-POUNDS CAPACITY FREIGHT CAR



A 100,000-POUNDS CAPACITY DROP-BOTTOM STEEL COAL CAR IN USE





OBSERVATION CAR OF THE FAMOUS "ROYAL LIMITED" BETWEEN  
NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON

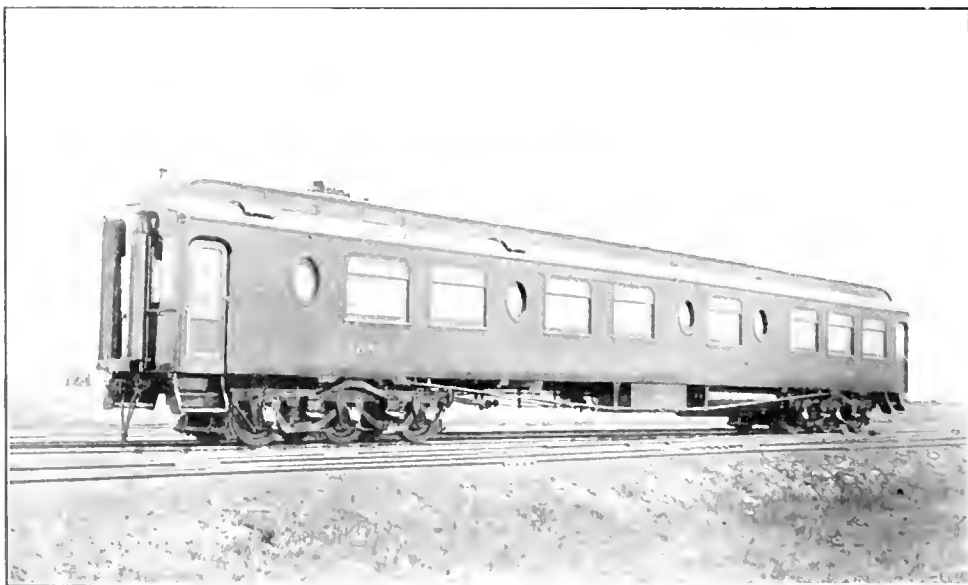


CLUB CAR BALTO & OHIO R.R.

THE BALTIMORE & OHIO RAILROAD CLUB CAR



INTERIOR OF DINING CAR "WALDORF" "ROYAL LIMITED" BETWEEN  
NEW YORK PHILADELPHIA BALTIMORE AND WASHINGTON



NEW PARLOR AND CAFE DINING CARS BETWEEN PITTSBURGH AND CINCINNATI

capabilities of the other equipment, so the Baltimore & Ohio plunged into steel car constructing. First, 4,000 of 100,000-pound capacity, then 2,000 of 800,000 pounds, and now 4,000 more of the latter and 2,000 of the former, a greater number than owned by any other railroad, and each costing \$1,000. Box cars came by the thousands of twice the capacity of a decade ago, other

left. The civil engineer forms his appreciation of the new tunnels, the deep cuts and the ingenious schemes for bettering the alignment, while the shipper chuckles at the big cars and the terminal facilities that have been provided with lavish hand.

The railroader sees the electric signals, the interlocking towers, the third tracks, long and well constructed passing sidings,



PARLOR IN BALTIMORE & OHIO PARLOR AND CAFE CARS BETWEEN PITTSBURG AND CINCINNATI

equipment in proportion, each type of the best design of the experience of today.

All of these have combined to make the man "who knows" fairly gasp with sincere astonishment at the physical condition of the Baltimore & Ohio today. The mechanical engineer revels in the improved machines he sees thundering over the mountains, scarcely noticing what used to be great impediments—the grades that are

the great yards with myriads of tracks for thousands of cars, the innumerable industrial sidings, and the best of all, the highest type of the locomotive-builder's art, not one, not ten, but actually hundreds, ordered by the hundreds at a time when an order for ten was considered a great one.

The passenger sees but little of all these things, but his journey has been made safer and more comfortable and he is whirled

over the country by the best passenger engines ever built. Here is an Atlantic type for certain territory; there a ten-wheeler of light construction, a veritable grayhound or racehorse; and on the mountain grades a leviathan that weighs eighty-eight tons and pulls five cars seventeen miles up a grade 125 feet to the mile in forty minutes.

The improvements are justifying themselves every day and the work is still going on. It seems impossible to keep pace with the business, and no one foresees the end. Double tracking is carried on constantly; still the business keeps ahead of the facilities.

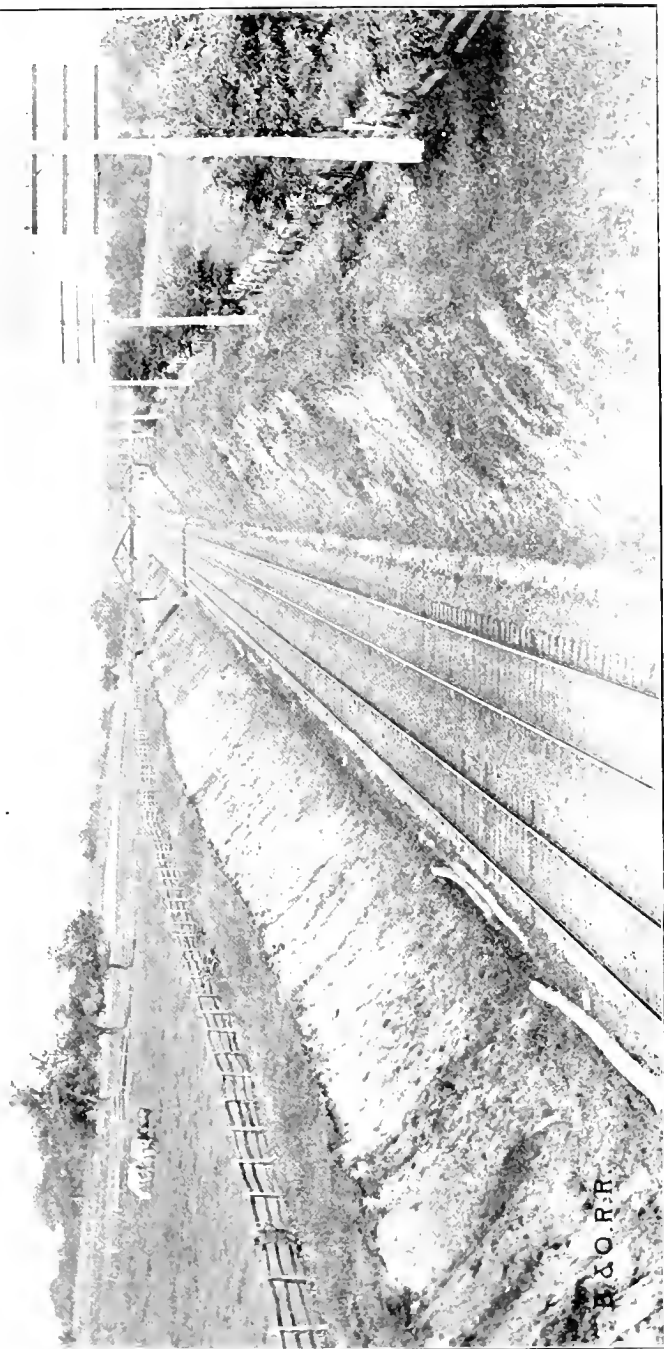
So the old reliable Baltimore & Ohio, the first to use steam, the telegraph, the electric railroad motors, the first in almost everything in the past, is today among the best of modern railroads and sets a pace for all competitors.

It is considered the greatest freight-carrying railroad in the country, and its passenger service is unexcelled. The line extends from New York, Philadelphia, Baltimore and Washington to Pittsburg, Chicago, Columbus, Sandusky, Wheeling, Cleveland, Cincinnati, Louisville and St. Louis; and to its main line and branches have recently been added the Ohio River Railroad, the West Virginia Short Line and Cleveland, Lorain & Wheeling Railways.

The "Royal Blue" passenger service between Washington and New York is without peer; the famous "Royal Limited" being in this series. The splendid arrangement of through trains with sleeping and dining cars between the terminal stations named is thoroughly in line with modern and progressive railroading, and the equipment and service always of the very highest standard.



CAR IN BALTIMORE & OHIO PARLOR AND PULLMAN CARS BETWEEN PITTSBURG AND CINCINNATI



A EAST TRACK. A STRETCH OF B. & O. TRACK GOOD FOR NINETY MILES AN HOUR BETWEEN WASHINGTON AND PHILADELPHIA



INDIAN CREEK - BALD & OHIO R.R.  
LITCHIE & HAWKINS 1905

## MORN ON THE MOUNTAINS.

DENVER NEWS.

THERE is beauty in this world of ours for him with eyes to see;  
There is beauty smiles at harvest on the prairies broad and free;  
There is beauty in the forest; there is beauty on the hills;  
There is beauty in the mottled light that gleams along the rills,  
And a beauty out of heaven over all the landscape spills  
When the sun shines on the mountains in the morning.

There is beauty where the ocean rolls majestic on the shore;  
There is beauty in the moonlight as it gleams the waters o'er;  
There is beauty in the sunrise, where the clouds blush rosy red;  
There is beauty in the sunset, with its banners trailed o'erhead,  
And a beauty past expression o'er the snowy peaks is shed -  
When the sun shines on the mountains in the morning.

There is beauty when the green returns and glistens in the showers;  
There is beauty in the Summer as she garlands earth with flowers;  
There is beauty in the Autumn in the mellow after-glow;  
There is beauty in the Winter, with his diadem of snow;  
But a beauty more enchanting than the seasons ever knew  
Gilds the sunshine on the mountains in the morning.

There is beauty in the rainbow as it gleams above the storm;  
There is beauty in the sculptor's vision frozen into form;  
There is beauty in the prophet's dream and in the poet's thought;  
There is beauty in the artist's rapture on the canvas wrought;  
But a beauty more divine than art can ever tell is caught  
From the sunshine on the mountains in the morning.

Oh, the sunshine on the mountains! How a golden web is spun  
O'er the topmost peaks that glisten from the yet unrisen sun,  
With their bases still in shadow, but their faces glowing bright,  
With their forehead turned to heaven and their locks so snowy white;  
They are high priests of the sunrise, they are prophets of the light,  
With the sunshine smiling o'er them in the morning.

## THE REAR BRAKEMAN TALKS.

BY W. D. NESBIT.

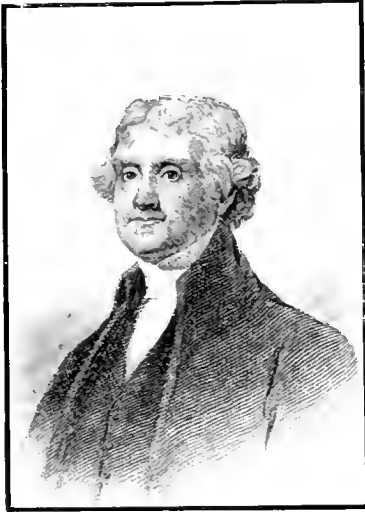
THANKSGIVIN' Day, when I was young, the schedule was revised;  
An' us kids got an order that we certainly despised.  
You see, the preacher always come, an' half a dozen more,  
An' so they sidetracked all the kids behind the bedroom door.  
The meal was run in sections, an' us children had to wait  
Until the ol' folks finished, 'fore we got to pull our freight.

But — talk to me! I tell you now, that each one of us smiled  
As soon as mother handed us the orders to run wild;  
The turkey an' the dressin' was the home-cooked kind, an' rich,  
An' when we wanted any more we made a runnin' switch.  
We got impatient waitin'—just like any other crew—  
But we was always mighty glad to take out “section two.”

We never run no sleepers on the section we took out,  
She was made up of diners — an' you ought to 'heard us shout  
When mother brought the pumpkin pie — an inch thick, too, you bet —  
An' give us all the high sign—Gee! that pie! I taste it yet;  
An' when we run old “section two”—I'm tellin' you a fac'  
They never called the wreckin' crew to help clear up the track.



## THE LOUISIANA PURCHASE.



THOMAS JEFFERSON.

After G. Stuart, by H. R. Hall. Portrait from private collection of Mr. F. W. Lehmann.

"IN the name of the most high, mighty, invincible and victorious Prince Louis, the Great, by the grace of God King of France and Navarre, fourteenth of that name, I, this ninth day of April, 1682, \* \* \* do now take, in the name of His Majesty and all his successors to the crown, possession of this country of Louisiana, the seas, harbors, ports, bays, adjacent straits, and all the nations, peoples, provinces, cities, towns, villages, mines, minerals, fisheries, streams and rivers within the extent of the said Louisiana, from the mouth of the great river St. Louis, otherwise called the Ohio, \* \* \* as also, along the river Colbert, or Mississippi, and the rivers which discharge themselves therein, from its source beyond the country Nadenoussious, \* \* \* as far as its mouth at the sea or Gulf of Mexico, \* \* \* upon the assurances we have had from the natives of these countries that we are the first Europeans who have descended or ascended the said river Colbert."

Such was the pronouncement of Robert, Cavalier de La Salle, when, having completed the discovery of the Mississippi and planted the fleur de lis at the mouth of that great river, he took possession for France, of the vast territory bounded on the west by the Pacific Ocean and the Spanish possessions; on the north by Canada and the Great Lakes; on the east by the Allegheny Mountains; and on the south by the Gulf of Mexico and Florida.

La Salle's plan was as vast as the territory he claimed. It was to extend the empire of France in America, from the Great Lakes to the Mexican gulf, and forever to check the advance of Spain eastward and northward from Mexico, as well as to confine the English possessions to the country east of the Alleghenies.

To forward his designs, a French fleet was placed at his disposal in 1681, which was wrecked on the coast of Texas, and La Salle was later assassinated by mutinous members of his own party; and the French government, being engaged in wars and political intrigue, nothing was done by them further until 1699, when Pierre Le Moine D'Iberville sailed up the Mississippi, with a fleet of four vessels, bearing two hundred colonists and a company of marines, and, on the north shore of the Bay of Biloxi, eighty miles northeast of the present site of the city of New Orleans, founded Biloxi, the first capital of Louisiana, which, in 1702, was transferred to Mobile (the site of the present city of Mobile, Alabama), and, in 1723, it was removed to New Orleans, which remained the seat of government until the end of the French and Spanish domination.

Under their vacillating colonial policy, French colonization progressed slowly and there were but five settlements, with a population of less than four hundred persons, in 1710.

Colonization was then attempted through individual enterprise, and to Anthony Crozat and John Law were granted

concessions that made them practically rulers and owners of Louisiana, from 1712 to 1732. Under their management, settlements more or less flourishing were established at the mouth of the Yazoo, on the Arkansas River, Red River, Rio Grande and Rio Bravo, and at Natchez, Nashville and Baton Rouge.

Progress was also made in agriculture, and the lead mines of Missouri were opened. Slavery was also introduced, negroes being brought from Santo Domingo and other West India islands.

When Law's "Company of the West" surrendered its charter in 1732, the population had increased to some seven thousand. Large crops were being produced in the Illinois and Wabash regions, and the trade in furs and peltries had developed to considerable extent, and, from this time on, there was a gradual, steady progress of civilization.

At the conclusion of the "Seven Years' War," and under the terms of the treaty of Paris, entered into by France, Spain, England and Portugal, in 1763, France gave up all her possessions in America, those east of the Mississippi excepting New Orleans, to England; and, to Spain, New Orleans and the territory west of the Mississippi, which is now embraced in whole or in part



After G. L. L. Delpech.

Engraved by  
Mr. F. J. W. Tennant, St. Louis.

MARQUIS DE MALBOIS,  
Minister of the Public Treasury of France at the  
Time of the Purchase.

by the states of Louisiana, Arkansas, Missouri, Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Wyoming and Montana, and Oklahoma and Indian Territories; but not until 1766 did Spain attempt to take actual possession, and her authority was not fully established until 1769.

The irresistible genius of Napoleon wrung from Spain its retrocession, in the treaty of Ildefonso, ratified at Madrid in 1801, but kept secret until 1803. He had hoped to occupy Louisiana with an army of 25,000 men, and to send a fleet to guard the coast; but, embarrassed by wars and political complications he was in no condition to undertake an American enterprise, and his need of money was great. He was preparing to resume war with Great Britain, and to raise the needed revenues, opened negotiations with the United States for the sale of Louisiana. Spain was hostile to the idea, but Napoleon found means to compel her acquiescence.

President Jefferson had, as early as the spring of 1802, written a letter to Robert R. Livingston, United States Minister at the French Court, urging him to take steps for the acquisition of a portion of Louisiana, or, at least, free access to the ocean



Painted by J. B. David.

Engraving copied by  
W. A. Vincent, St. Louis.

NAPOLEON AS FIRST CONSUL  
1799-1804

through the Mississippi, using in his letter this language :

"There is on the globe, one single spot, the possessor of which is our natural and habitual enemy. It is New Orleans, through which the produce of three-eighths of our territory must pass to market, and, from its fertility, it will, before long, yield more than half of our entire produce and contain more than half of our inhabitants."

When Livingston, in compliance with these instructions, proposed to purchase New Orleans, Napoleon surprised him by proposing to sell the whole province.

Conditions on both sides of the Atlantic favored the rapid progress of negotiations. James Monroe, with full power to represent the United States in the transaction, sailed from New York on March 8, 1803. He arrived in Paris April 12th, following, and after a series of conferences between Livingston and Monroe, representing the United States, and M. Marbois, representing Napoleon, the negotiations were concluded April 30, 1803, by the "Treaty of Cession" between Thomas Jefferson, as President of the United States, and Napoleon, as First Consul of the French Republic, by which France ceded to the United States for the consideration of

\$15,000,000.00, all that territory that had been retroceded to France by Spain, comprising 1,160,577 square miles, and thereafter known in history as the Louisiana Purchase.

Napoleon then said: "This accession of territory strengthens forever the power of the United States, and I have just given to England a maritime rival that will, sooner or later, humble her pride."

Jefferson, in his message to Congress transmitting this treaty, said: "The fertility of the country, its climate and extent, promise, in due season, important aids to our treasury and ample provision for our posterity and a wide spread for the blessings of freedom and equal laws."

By the act of Congress of October 31, 1803, the President of the United States was authorized, "To take possession of and occupy the territory ceded by France to the United States by the treaty concluded at Paris, on the thirtieth day of April last, between the two nations," and on the twentieth of the following December, formal possession was delivered to W. C. C. Claiborne and James Wilkinson, Commissioners of the United States, by Laussat, the Colonial Prefect of the French Republic, at New Orleans.

The formal transfer from Spain to France had been so delayed that the French flag floated over New Orleans but twenty days, and over St. Louis, but one. On March 9, 1804, Major Henry Stoddard, of the United States Army, acting as representative of the Republic of France, formally received from the Spanish Lieutenant-Governor at St. Louis, the public property, documents, etc., of the province of upper Louisiana; and, on the next day, went through the formality of delivering such possession from France to himself, as the representative of the United States, and raised the "stars and stripes." The authority of the United States on Missouri soil, therefore, dates from March 10, 1804.

All of this country after its purchase was known as the territory of Louisiana, until the act of Congress, of March 26, 1804, when it was divided into the territory of Orleans and the district of Louisiana; the former embracing what is now the state of Louisiana and a portion of Mississippi; while the latter included all the remainder of the Louisiana purchase, over which was extended the executive power of the governor of Indiana Territory.



Engraving by H. B. Hall

loaned by  
Mr. Fred. W. Lehmann, St. Louis

ROBERT R. LIVINGSTON,  
United States Minister to France at the Time of  
the Purchase.

By act of Congress, of March, 1805, the district of Louisiana was segregated from Indiana, erected into a territory and designated the territory of Louisiana. For seven years thereafter the name Louisiana clung to the territory, and then it was given back to the southern division of the

original province (territory of Orleans), which was erected into the state of Louisiana and formerly admitted into the Union, April 8, 1812, and what was the territory of Louisiana became the territory of Missouri, out of which was carved the present state of Missouri, in the year 1820.



## THE OLD LORD BALTIMORE MANSION.

This Historic Seat of the Calverts is Still in Good Repair, Although Built Over 140 Years Ago. A Passing Glimpse of the Famous Mansion is Obtained from Baltimore & Ohio Trains between Washington and Baltimore.

WHEN drunkenness, gambling and horseracing was the badge of the gentlemen in this country Lord Baltimore's magnificent and commodious manor at Riverdale, eight miles from Washington, on the Baltimore & Ohio Railroad, and near the famous old dueling grounds of Bladensburg, was the choicest place in this then sparsely settled section for the rich pleasure and recreation hunters to assemble. Much of the former beauty and grandeur of Lord Baltimore's home is still in evidence, writes a correspondent of the *Baltimore Herald*, and in many respects the splendid mansion is as perfect as when constructed more than 140 years ago; but the thousands of acres which comprised the estate now blossom with hundreds of happy homes, and the ceaseless, musical hum of busy life is heard on every hand. Indeed, Riverdale is now one of the "just out of town" parts of the national capital, and all that is left of the miles of acres of the Baltimore mansion estate is the mansion itself and three acres of ground immediately surrounding it.

It is a treat to visit the old home. Its spacious hallways and airy apartments bring visions and thoughts of departed greatness; of old Lord Baltimore and his descendants; ghostly figures of past ages. The ancient place is rich with traditions and reminiscences, lighted by sunshine, shadowed by passing clouds. The winds through the quaint gables breathe weird stories in low requiem and Æolian songs of the long ago. Memory goes back to the time when brickmaking was unknown in this country, the brick and material to build the home for England's son being brought in sailing-vessels from England. The materials were landed at a point in St. Mary's County, Md., and from there transported in wagons to the site of the building. What an undertaking in those days.

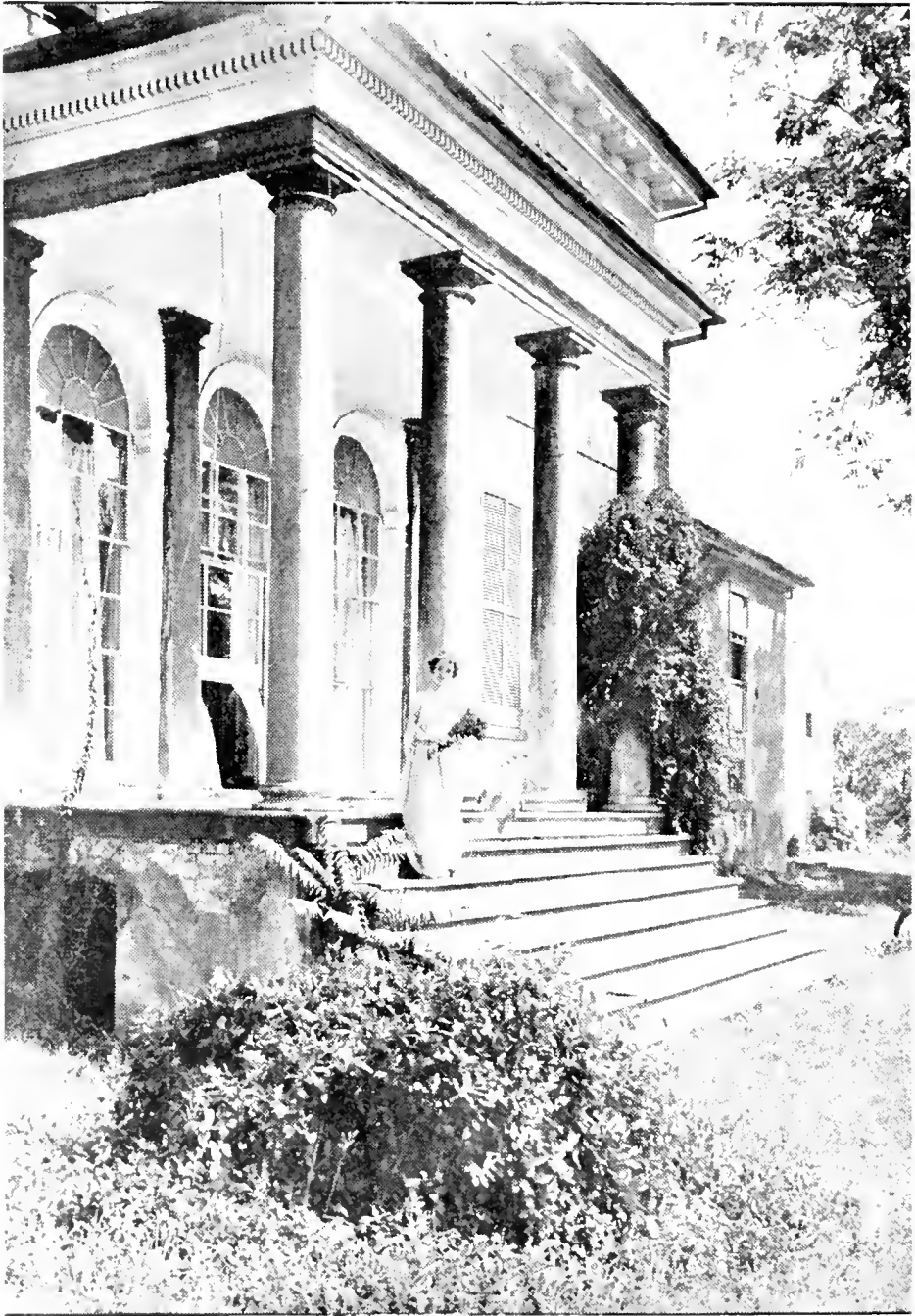
The house contains forty rooms, and the architect was Henry J. Stier, a wealthy banker of Antwerp, who, on account of political reasons, fled his native country. The building is distinctly English in architectural style, the frescoed ceiling and

carved woodwork yet remaining in a good state of preservation in many of the rooms, especially the drawing rooms and main hallways. It is a study of ancient architecture and stuccowork.

The rooms are high ceiled and spacious, and the finishings were as fine as money could buy, the west drawing room being originally covered with mirrors, and the mantleboard in this room was sold a few years ago for \$5,000. It is the finest workmanship and said to be the handsomest piece of marble ever brought to this country for any purpose. The east drawing room was equally as splendidly finished, but on an entirely different style, the walls being painted to represent a fox chase, the fox, dogs and hunters being painted as near lifelike as the finest painters could produce, and the scene of chase extending entirely around the large room. Some years ago this beautiful and costly work was covered over with paper, and its beauty forever marred. Between the two drawing rooms is the old ballroom, in which cavaliers and dames danced the stately minuet or lively reel beneath the light of myriads of candles in costly candelabra. One can imagine he hears the swish of silk trains as beauties glided by with their courtly escorts.

The windows of the ballroom open on a rear veranda, where a beautiful landscape picture greets the eye. Throughout the grand old building the ceilings and cornices are covered with ancient moldings of unique designs, and the great hallways are roomy and airy and are in the old English style. Queer ramifications are witnessed on every hand, from the large wine cellars to the garret. Down in the cellar where the wine vaults are still intact, can be found a dozen or more queer underground rooms, in which are stored innumerable old-time cooking ovens, bakers, dish warmers, coffee urns, brass kettles and such like, all of pattern long since gone out of style.

While the underground portion is gloomy and weird, if there are any skeletons secreted in the passageways your correspondent failed to find them. The antique library is a study, the beautiful bookcases



THE HOUSE, ANSON, BELLEVILLE, MD. NEAR WASHINGTON

of solid mahogany and cedar being in almost a perfect state of preservation. Adjoining the library was the great Baltimore family vault, in which was kept stored rich old silver and valuables of every character. When the vault was walled up a few years ago, and in tearing away a portion of the masonry there was found a parchment dated 1728, signed by King George III, appointing Benet Calvert, father of sixth Lord Baltimore, collector of internal revenue in the province of Prince George, now Prince George County, Md. Another sealed document was signed simply "Baltimore," and asked for the delivery of negroes, land and stock to his son. An old bill, receipted by a New York dry goods firm and dated 1831, was for \$1,876.97. Wine bills for fabulous sums were found, going to show that Lord Baltimore was a high entertainer. Adjoining the beautiful library is the conservatory, and it is claimed that the finest camelias—then the fashionable flower—were to be found there. Some of the same beautiful flowers, which were Lord Baltimore's pride, are now in the White House conservatories and are the finest specimens in the world. From the conservatory you enter the carriage house, and here you find the old family carriage of England's son. The metal and woodwork are still good, but relic hunters have stripped off nearly all the leather and cloth finishings. The vehicle resembles to some extent a Deadwood coach. A few years ago some one stole the coat-of-arms and the Latin inscription, "Manly deeds; feminine words."

Ascending a roundabout stairway we enter the second story of the building and are guided along the long hallway to a room near the center of the building, which is known as the "Henry Clay Bedchamber," that great statesman having been on terms of intimacy with Charles B. Calvert, who was a member of the Thirty-ninth Congress. Clay was a frequent visitor to the Baltimore Manor while he was in the Senate, and this room was set apart for him. The massive mahogany furniture is still kept intact. The heavy armchair has been torn to pieces by relic hunters, and, strange to say, the silver candlestick and water pitcher still remain, as does the solid mahogany wardrobe, lined with cedar, which weighs 700 pounds. Perhaps this latter fact has kept it in its place. Then comes the Daniel Webster and General Lafayette rooms, on

the same floor, but none of the old-time furniture is to be found in these.

In this second story are a number of bed chambers, all of more or less historical interest. But it is in the attic or gallery, where the atmosphere is filled with the dust of a century and a half, where can be found evidence of past greatness. Here are old hair-covered trunks, large and stout sole-leather valises, great cedar chests, old-fashioned massive bedsteads, brass fenders, card-tables, and many such articles. Then, above the garret, which goes the whole length of the house, is the cupola, from which can be seen the historical Bladensburg dueling grounds and all the country around the point where the British landed and made their march into Washington and laid the Capitol and White House in ashes. Years ago an old bell was hung in the cupola. The bell was a present to Baltimore in 1814, from friends in Rome. The deep-toned metal was blessed by the Pope before starting across the Atlantic. No one seems to know what became of the bell, unless it be that it was stolen after the house was left unoccupied, as it was for several months, but now it is carefully guarded.

In the "good old days" the mansion was approached by a semicircle roadway, encircling the eastern section of the undulated lawn, extending more than a mile to the lodgekeeper's fortified lookout on the old stage road running from Washington to Baltimore. No one dared enter the then splendidly kept grounds without permission of the lodgekeeper, who had armed assistants stationed at either great iron post of the huge gateway. The Baltimore estate proper included within its confines nearly 16,000 acres, taking in all the level plateau from Spa Springs, at Bladensburg, to Point Branch on up to what is now the Maryland Agricultural College, but then known as Roszburg, where was the most historical tavern on the great stage road leading from the far west and north to the national capital. At Roszburg the Senators, Congressmen and noted men of the day stopped and rested from their long and slow journey. There was great rivalry between the taverns at Roszburg and Bladensburg, and if old stories are to be believed there were rich food and rare viands at both places, but Bladensburg was the more popular on account of the wonderful curative powers of the waters of Spa Springs, a water

which is now extensively sold all over the country.

An old relic for which the owner of the Baltimore Manor has refused large sums is a cannon eaten through by rust of ages. This implement of death originally came from England, and was used during Bacon's rebellion. It was taken from a submerged fort on the Potomac, and presented to Lord Baltimore by the monks of St. Mary's. There was another cannon found at the same time, and this is now at the State House, Annapolis. The one presented to Lord Baltimore was by his direction placed just to the left of the massive porch leading into the manor, and there, with the shells which were found with it, has remained until the present. The summer houses, built of iron, are still in a good state of preservation, but the one of wood which stood on the small island in the center of the lake was burned a few years ago. In this lake the rich lord had beautiful and costly boats, and on its water were swan and eiderducks, but now the lake is covered with waterlilies and aquatic flowers. What was once the most beautiful flower yard in all the country is now a sea of wild weeds and plants, with an occasional immense hedge of moss roses, then and for many years after the most popular of all flowers. Immediately facing the manor is still the costly fountain beneath the spreading trees. There were originally three large white metal swans which reared their stately heads, but some one stole one of them, and

other portions of the beautiful fountain have been taken away.

Beautifully picturesque and romantic is the long hedge leading to the octagonal-shaped barn, one-half mile removed from the manor. This hedge of mock orange was made at the first settlement of the place, and the trees have grown until now the roadway is covered over with the interlocking hedge growth, making a beautiful shaded walk and drive and with the fragrance of the wild honeysuckle which climbs in and out among the hedge the entire distance, a more beautiful or peaceful place would be difficult to find. The immense barn resembles a cyclorama building and was built to accommodate 500 horses and cows, with storage rooms above for hay and other provender. In 1885 a spark from a passing engine on the Baltimore & Ohio Railroad set fire to the slave quarters and every building was entirely destroyed. The slave quarters occupied a position between the manor and the barn, and one negro man, Henry Ewell, is still living near the barn in a dwelling occupied by the keeper of the barn in the days of Baltimore. Ewell says that his parents and grandparents were slaves of the owner of the estate.

Baltimore Manor is now owned by Mrs. Fannie Cordon of Washington, and is practically unoccupied, the owner keeping it looked after by trusted people who have nothing to do save stay here, show visitors around and answer no questions.







# Stub Ends of Thought

By ARTHUR G. LEWIS.



THE nearer we get to human nature the closer we are to God.

CIVILIZATION will always remain imperfect, until the nobility of labor is recognized and observed by all classes.

MORALITY knows no stationary condition; we are either better today than we were yesterday or worse.

MAN'S manliness is best illustrated by his tenderness toward women.

ORATORY, to be real, must be bound with logic and backed by reason.

THE tide of chance sometimes brings to the shore of success ships that were wrecked on the ocean of effort.

IN the darkness of our doubts the light of hope is seldom seen.

How fond we are of advancing virtues we do not possess and condemning crimes we are unable to commit.

CURB the license to your thoughts; imagination is sometimes painfully close to reality.

HEADS that control hearts may cause hearts to break, but hearts that direct heads create a general bankruptcy of reason and finance.

WE should judge others not by what they think of themselves, but by what others think of them.

ONE of the greatest ordinances in God's laws is respect for and observance of man's rights.

A SINGLE act of reform is worth many morbid expressions of regret.

WE often injure ourselves by jumping at conclusions foreign to deliberate consideration.

THE most painful of all wounds are those inflicted by the hands we have loved.

THE sanctified silence of resignation demonstrates strength of character in a pathetic way.

BEFORE we attempt to criticize our superiors we should first endeavor to become their peer.

THERE is no established rate of interest on the notes of indiscretion.

No social chain, or fear of public opinion, should bind the hand of friendship, mercy and justice.



## HUNTING AND FISHING RESORTS ON THE BALTIMORE &amp; OHIO RAILROAD.

Name & Route of Station on B. & O. R.	SHOOTING		FISHING					Hotel Rates, Per Day	Guide's Charges, Per Day	Livery Charges, Per Day	Character of Country
	Kind of Game	Open Season, Hunting	Name of Stream	Best Month for Fishing	Kind of Fish	Best Months for Fishing					
Morristown, Md.	Quails, ducks, Red heads, Black heads, Widgeons, Teal and Marsh Ducks.	Nov. to March	Chesapeake Bay and tributaries.	5	Striped Bass, Perch and Pike.	Aug. to Sept.	.....	.....	.....	.....	open and wet
Aiken, Md.	Quails, ducks, Red heads, Black heads, Teal, etc.	Nov. to March	Prince George's Creek	1	Perch, Rock Bass, etc.	May	.....	.....	.....	.....	open
Akron, O.	Ducks and Quail	Nov. 15, Dec. 1	Portage Lake	Close.	Bass and Perch	.....	.....	.....	.....	.....	open
Avondale, O.	Ducks and Quail	Nov. 15, Dec. 1	Reservoir	Close.	Bass and Pike	.....	.....	.....	.....	.....	open
Bellton, W. Va.	Rabbits, Gray Squirrels and Quail.	Nov. to Jan.	Fish Creek	3	Bass and Small Fish	June to Sept.	.....	.....	.....	.....	open, wooded, rocky and hilly
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits, etc.	Sept. to Dec.	Great Cacapon, Spr. John's Run and Cacapon River.	2 to 12	Suckers, Fish Cat, Bass, Trout and Black Bass.	April to Oct.	.....	.....	.....	.....	open, wooded, rocky, hilly, wet and dry.
Boyd's, Md.	Rabbits, Squirrels, Partidges, Pheasants and Quail.	Nov. and Dec.	Potomac	9	Bass and Suckers.	April and May.	.....	.....	.....	.....	open and wooded.
Bradshaw, Md.	Squirrels, Quail, Rabbits, etc.	Sept. to Nov.	Little Gunpowder and Hughes River.	6 to 12	Gudgeons only	May and June	.....	.....	.....	.....	open, woods, rocky, hilly, wet and dry.
Carro, W. Va.	Pheasants, Quail, Rabbits, etc.	Nov. to Jan.	North Fork, South Fork and Hughes River.	6	Pike, Perch, Catfish, etc.	April to July.	.....	.....	.....	.....	Wooded, rocky and hilly.
Cameron, W. Va.	Rabbits and Quail	Nov. and Dec.	Cedar Creek	3	Black Bass and Suckers.	September.	.....	.....	.....	.....	Wooded, rocky, wet, dry
Charlottesville, W. Va.	Pheasants, Wild Ducks, Squirrels	Nov. and Dec.	Shenandoah River	3	Black Bass, Catfish, Perch and Suckers.	July to Oct.	.....	.....	.....	.....	Wooded and open.
Cheat Haven, Pa.	Deer, Beavers, Squirrels and Rabbits.	Oct. and Nov.	Beaver Hole and Cheat River.	1	Perch, Salmon, Red Fin, Pike and Catfish.	May to Aug.	.....	.....	.....	.....	Wooded, rocky and hilly
Chickburg, W. Va.	Wild Turkeys, Quail, Pheasants, and Small Game.	Oct. to Nov.	Elk Gauley, Kanawha	15 to 100	Bass and Trout	April and May	.....	.....	.....	.....	Rolling, dry and wooded.
Confluence, Pa.	Rabbits and Squirrels	Nov. and Dec.	Youghiogheny, Casselman and Laurel Hill Rivers.	Close.	Black Bass and Trout.	May to July	.....	.....	.....	.....	Wooded and hilly.
Cornith, W. Va.	Wild Turkeys, Pheasants, Rabbits and Quail.	Oct. to Dec.	Snowy Creek, Leaver's Fishing Shore	2	Mountain Trout, Catfish, Perch and Suckers.	May to Sept.	.....	.....	.....	.....	Wooded.
Cumberland, Md.	Wild Turkeys, Pheasants, Rabbits and Quail.	Oct. to Dec.	Patterson Creek	8 to 18	Bass and Suckers.	Oct. and Nov.	.....	.....	.....	.....	Open, wooded, rocky, hilly, and marshy.
Doub, Md.	Rabbits, Squirrels, Pheasants, Wild Turkeys, etc.	Nov. and Dec.	Monocacy and Potomac Rivers	3	Bass	March, April.	.....	.....	.....	.....	Various.
Deer Park, Md.	Pheasants, Wild Turkeys, Squirrels, etc.	Sept. and Oct.	Deep Creek	5 to 7	Trout	April to June	.....	.....	.....	.....	Wooded and hilly.
Doubar, Pa.	Turkeys, Pheasants and Squirrels.	All the year	Yough River	Close.	Bass	April to Oct.	.....	.....	.....	.....	Rocky.
Farmington, W. Va.	Squirrels, Rabbits and Quail.	Oct. to Dec.	Delaware River	Close.	Perch and Carp	April and May	.....	.....	.....	.....	Wooded and hilly
Folsom, Pa.	Red and Rail Birds.	Nov. and Dec.	Monocacy River	Close.	Catfish, Sunfish, Perch, Bass and Carp	Sept. and Oct.	.....	.....	.....	.....	Partially wooded, heavy woods.
Frederick Junction, Md.	Rabbits, Pheasants and Partidges.	Nov. and Dec.	Monocacy River	Close.	Bass and Carp	Sept. and Oct.	.....	.....	.....	.....	Rolling.
French's, W. Va.	Deer, Squirrels, Rabbits, Turkeys, Pheasants, and Wild Turkey.	Nov. to Jan.	South Branch	1 to 10	Black Bass and Suckers	Aug. and Sept.	.....	.....	.....	.....	Mostly woods, hilly
Garet, Pa.	Wild Turkey, Squirrel, Pheasant, Rabbit, Turkey.	Fall	Will's Creek	Close.	Trout and Bass	June, July, Aug.	.....	.....	.....	.....	Rocky and hilly
Glencoe, Pa.	Squirrel, Pheasant, Rabbit, Turkey.	April to Nov.	Will's Creek	Close.	Trout	June and Winter	.....	.....	.....	.....	Open, wooded, hilly, dry
Great Cacapon, W. Va.	Wild Turkey, Squirrel, Pheasant, Rabbit, Turkey.	Oct. to Dec.	Potomac and Cacapon Rivers.	5 to 6	Black Bass	June to Sept.	.....	.....	.....	.....	Wooded and hilly, dry.
Hagerstown, Md.	Deer, Bear, Squirrels and Rabbits.	Nov. and Dec.	Potomac River	6 to 10	Black Bass	Sept. and Oct.	.....	.....	.....	.....	Open.
Hancock, Md.	Rabbits, Wild Turkeys, Pheasants, Partridges, Quail, Turkeys, Rabbits, etc.	November	Potomac River	Close.	Black Bass	September.	.....	.....	.....	.....	100 to 200
Harper's Ferry, W. Va.	Quail, Turkeys, Rabbits, etc.	Sept. 15 to Jan. 1	Shenandoah and Potomac Rivers.	3	Black Bass and Carp	May to Dec.	.....	.....	.....	.....	100 to 200
Haver-de-Grace, Md.	Wild Turkeys, Rabbits, etc.	Nov. to March	Shenandoah River	Close.	Black Bass, Perch, White and Yellow Perch	July to Oct.	.....	.....	.....	.....	Open and wooded, rocky and hilly.
Keyser, W. Va.	Deer and Wild Turkeys.	Sept. to Jan.	Mountain Streams	15 to 20	Black Bass and Mountain Trout.	.....	.....	.....	.....	.....	All kinds.
Knoxville, Md.	.....	.....	Potomac River	Close.	Bass	May and Oct.	.....	.....	.....	.....	Mountains.
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Lansdowne, Md.	Reed and Blackbirds and Aug. and Sept.	Potomac River.	1	Gudgeons, Yellow Perch	April and May	Moderate.	1.00	Marshy, comparatively dry.
Leslie, Md.	Canvas-back, Red-heads Nov. and Dec.	North East River and the Chesapeake Bay.	2 to 3	Herring, White Pike, Cat-fish, White and Yellow fish, Shad, etc.	July and Aug.	Moderate.	1.50	Mostly open and marshy.
Lexington, Va.	Deer, Partridges, Pheasants and early Spring and Fall.	Miller's and Balcony Falls	14 to 15	Bass, Trout, Sunfish, Cat-fish, Mulletts, Stomachers	Early Spring and Fall.	1.00	2.00 to 2.50	Open and rolling
Littleton, W. Va.	Squirrels, Pheasants and Partridges.	Beaver Dam	2	Bass and Catfish.	May to Nov.	2.00	2.00 to 3.00	Dry, wooded and hilly.
Loth, O.	Ducks and Quail	Chippewa Lake	Close.	All kinds				Open.
Magnolia, W. Va.	Turkeys, Rabbits, Squirrels, Coons, Foxes.	Steer Run	1½	Black Bass.	Sept. to Oct.	1.00	1.00 to 3.00	Wooded, hilly, dry.
Mackleton, Pa.	Rabbits, Squirrels, Turkeys, and Pheasants.	Lanier Run, Cassellman River, Isles Run, Metlin Creek Run.	2	Trout, Bass and Chubs.	Summer.	1.50 to 2.00	2.50 to 3.50	Wooded, rocky, hilly and dry.
Mariottsville, Md.	Squirrels, Rabbits, Woodcock, Pheasants, Partridges and Rabbits.	Gladman's Flats, Western and Eastern Branches of the Potomac River, South and North Rivers	¾ to 1½	Bass, Trout, Sunfish, Cat-fish, Mulletts, Stomachers	April to July	1.50		Wooded and open, level and hilly, dry.
Middletown, Va.	Rabbits and Squirrels	Tygart Valley River.	Close.	Black Bass, White Scales	March to Oct.	Moderate.	1.50	
Millville, W. Va.	Rabbits and Squirrels	Tygart Valley River.	Close.	Bass and Suckers.	Aug. to Oct.	Moderate.		All kinds.
Montrose, W. Va.	Woodcock, Turkeys and Pheasants.	Deep Creek	10	Bass and Catfish.	July to Sept.	Moderate.	5.00	Hilly and dry.
Moundsville, W. Va.	Wild Turkeys, Pheasants, Quail, Squirrels.	Fish Creek and Ohio River	Close.	All fresh water fish.	Feb. to Oct.	1.50 to 3.00	2.00	
North Mountain, W. Va.	Turkeys, Rabbits, Squirrels, Birds, Rabbits	Potomac River and Black Creek.	2	Bass, Carp, Suckers and Eels.	May to July	2.00	2.00 to 3.00	Both open and wooded
Opekska, W. Va.	Turkeys, Quail and Rabbits.	Monongahela River.	Close.	Pike, Bass and Catfish.	Summer.	2.00	.75	Wooded and hilly.
Padesine, O.	Turkey, Rabbit, Squirrel, Deer.	Lake	Close.	Bass.				Open.
Pinkerton, Pa.		Potomac River.	Close.	Trout and Bass.	June and Nov.			Wooded and hilly.
Point of Rocks, Md.	Deer, Squirrels, Rabbits, Wild Turkeys, Pheasants and Partridges.	Cassellman River and Mountain Streams.	3 to 20	Black Bass, Carp, Perch, Catfish and Bass.	June to Nov.	1.25	1.50 to 2.50	Hilly and dry.
Rockwood, Pa.	Wild Turkeys, Pheasants and Partridges.	Chart River.	Close.	Black Bass, Catfish and Suckers.	April to Aug.	2.00	3.00	Some open, mostly wooded and rocky, generally dry.
Rowlesburg, W. Va.	Wild Turkeys, Quail and Partridges and Rabbits	Antietam River.	1½	Bass, Salmon, Catfish and Trout.	April and May.		2.00	Woods.
Roxbury, Md.	Pheasants, Turkeys, Squirrels, Rabbits.	Will's Creek.	Close.	All kinds, Famous fishing grounds.			1.50 to 2.00	Dry.
Sand Patch, Pa.	Ducks and Quail.	Lake Erie	At hand.	Bass and Carp	Sept. and Oct.			Open.
Sandusky, O.	Rabbits, Pheasants	Potomac and Shenandoah River	1 to 4	Bass and Catfish	Sept. and Oct.	1.50	2.00	Hilly, rocky and wooded open, wooded and hilly.
Sandy Hook, Md.	Squirrels, Rabbits, Coon, Fox, Otter, etc.	Laurel Hill Creek	1 to 7	Trout	All the year.		1.00 to 2.50	Wooded and hilly.
Smithton, W. Va.	Deer, Squirrels, Turkeys and Pheasants.	South Branch.	1½	Bass and Sunfish	April, May and June.	Moderate.	2.50 to 3.00	Various.
Springfield, W. Va.	Deer, Squirrels, Turkeys and Rabbits.	Stuett's, Strington's and Headwaters of Buffalo and Ten Mile Creek.	18 to 20	Bass and Suckers	April to Oct.	Moderate.	1.00 to 1.50	All kinds.
Stanton, Va.	Deer, Bear, Wild Turkeys and Pheasants.	Headwaters of Cheat River	10 to 12	Mountain Trout.	April to Sept.		Moderate.	Mountains
Taylorstown, Pa.	Squirrels, Rabbits and Turkeys.	Potomac River	Close.	Bass, etc.	June and July.		2.00	Hilly, wooded and dry.
Tunnelton, W. Va.	Turkeys, Squirrels and Rabbits	Tygart's Valley River	3	Salmon, Perch and Catfish	May to Sept.		1.00	Wooded, rocky, hilly and various.
Tuscarora, Md.	Squirrels, Rabbits, Partridges and Foxes.	Winter's Run.	Close.	Bass, Salmon, Pike and Suckers	Spring and Summer			Rocky.
Valley Falls, W. Va.	Rabbits and Foxes.	Winter's Run.	200 yds.	Gudgeons	April and May		1.00 to 2.00	Part open, wood-land wet
Van Elder, Md.	Squirrels	Small Streams.	8 to 10	Perch and Pike.	April to May		2.50 to 4.00	Open, level and dry.
Vanderesville, W. Va.							1.50 to 2.50	Rocky, wooded and dry, open, hilly and dry.
Wilmington, Del.	Deer and Wild Turkeys							
West Salisbury, Pa.								
Wyand, Pa.								

\* Where no rates are given, professional guides cannot be obtained. † Direct rail connection to Camden-on-Gauley.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA  
AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 525 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	NOON	PM	PM	PM	PM	PM	PM	NIGHT
LV. WASHINGTON.....	7.05	8.30	9.00	10.00	12.10	1.10	3.00	4.00	5.05	8.00	11.30	2.35
LV. BALTIMORE, CAMDEN STA. ....	7.55	9.19	9.52	10.50	1.00	2.15	3.49	4.48	5.00	9.00	12.39	3.26
LV. BALTIMORE, MT. ROYAL STA. ....	8.00	9.24	9.57	10.54	1.05	2.20	3.53	4.52	5.05	9.05	12.44	3.30
AR. PHILADELPHIA .....	10.15	11.27	12.11	12.53	3.09	4.35	5.51	7.00	8.19	11.40	3.10	5.35
AR. NEW YORK, LIBERTY STREET.....	12.35	1.40	2.30	3.00	5.35	7.00	8.00	9.25	10.40	3.20	5.52	8.07
AR. NEW YORK, WHITEHALL TER. ....	12.40	1.45	2.35	3.05	5.40	7.05	8.05	9.35	10.50	3.25	5.57	8.10
	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE  
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 535 EX. SUN 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, WHITEHALL TERMINAL.....	7.55	9.55	11.25	12.55	1.25	3.35	4.55	6.55	12.10	12.10
LV. NEW YORK, LIBERTY STREET .....	4.30	8.00	10.00	11.30	1.00	1.30	3.40	5.00	7.00	12.15
LV. PHILADELPHIA .....	7.30	10.25	12.20	1.37	3.07	4.20	5.48	7.30	9.40	3.35
AR. BALTIMORE, MT. ROYAL STATION .....	9.31	12.41	2.25	3.35	5.05	6.42	7.45	9.32	11.45	6.05
AR. BALTIMORE, CAMDEN STATION .....	9.35	12.45	2.30	3.40	5.10	6.45	7.50	9.35	11.50	6.10
AR. WASHINGTON .....	10.35	1.40	3.30	4.30	5.00	7.50	8.40	10.30	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, WHITEHALL TERMINAL.....	9.55 AM	1.25 PM	1.25 PM	5.55 PM	-----	12.10 NT	6.55 PM	-----
LV. NEW YORK, LIBERTY STREET .....	10.00 AM	1.30 PM	1.30 PM	7.00 PM	4.30 AM	12.15 AM	7.00 PM	-----
LV. PHILADELPHIA .....	12.20 PM	4.20 PM	4.20 PM	9.40 PM	7.30 AM	3.35 AM	9.40 PM	-----
LV. BALTIMORE, MT. ROYAL STATION .....	2.25 PM	5.42 PM	5.42 PM	11.45 PM	9.31 AM	8.50 AM	11.45 PM	-----
LV. BALTIMORE, CAMDEN STATION .....	2.40 PM	7.00 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
LV. WASHINGTON .....	3.45 PM	8.05 PM	8.30 PM	1.10 AM	10.50 AM	10.05 AM	1.00 AM	-----
AR. PITTSBURG .....	-----	-----	6.10 AM	-----	7.30 PM	-----	8.55 AM	-----
AR. CLEVELAND .....	-----	-----	10.45 AM	-----	-----	-----	-----	4.00 PM
AR. WHEELING .....	-----	8.25 AM	-----	-----	-----	-----	-----	-----
AR. COLUMBUS .....	-----	11.50 AM	-----	-----	-----	-----	-----	-----
AR. TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
AR. CHICAGO .....	5.55 PM	9.00 PM	-----	7.23 AM	9.00 AM	12.00 PM	-----	6.50 AM
AR. CINCINNATI .....	8.00 AM	-----	-----	5.48 PM	-----	2.05 AM	-----	-----
AR. INDIANAPOLIS .....	11.45 AM	-----	-----	10.35 PM	-----	5.50 AM	-----	-----
AR. LOUISVILLE .....	11.52 AM	-----	-----	9.30 PM	-----	7.10 AM	-----	-----
AR. ST. LOUIS .....	6.55 PM	-----	-----	7.35 PM	-----	12.40 PM	-----	-----
AR. CHATTANOOGA .....	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
AR. MEMPHIS .....	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
AR. NEW ORLEANS .....	10.00 PM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

Through Pullman Sleepers to all points.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	No. 14 EXPRESS DAILY
LV. CHICAGO .....	* 8.30 AM	2.45 AM	8.30 PM	10.20 AM	-----	-----	8.00 PM	7.00 PM
LV. TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
LV. COLUMBUS .....	-----	-----	-----	-----	-----	-----	-----	-----
LV. WHEELING .....	-----	-----	-----	12.10 AM	-----	-----	11.00 AM	10.45 AM
LV. CLEVELAND .....	-----	-----	11.20 PM	-----	3.00 PM	-----	-----	-----
LV. PITTSBURG .....	-----	-----	8.00 AM	-----	9.45 PM	6.30 PM	1.00 PM	-----
LV. ST. LOUIS .....	* 8.20 AM	2.15 AM	-----	-----	-----	8.05 PM	-----	-----
LV. LOUISVILLE .....	2.10 PM	8.05 AM	-----	-----	-----	2.30 AM	-----	-----
LV. INDIANAPOLIS .....	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. CINCINNATI .....	* 6.35 PM	12.15 PM	-----	-----	-----	8.15 AM	-----	-----
LV. NEW ORLEANS .....	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----
LV. MEMPHIS .....	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----
LV. CHATTANOOGA .....	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
AR. WASHINGTON .....	1.00 PM	5.41 AM	4.50 PM	11.55 AM	8.55 AM	2.22 AM	11.05 PM	-----
AR. BALTIMORE, CAMDEN STATION .....	2.05 PM	7.50 AM	5.53 PM	12.55 PM	7.50 AM	3.22 AM	12.25 PM	-----
AR. BALTIMORE, MT. ROYAL STATION .....	2.20 PM	8.00 AM	6.05 PM	1.05 PM	8.00 AM	3.30 AM	12.44 AM	-----
AR. PHILADELPHIA .....	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	5.35 AM	3.10 AM	-----
AR. NEW YORK, LIBERTY STREET .....	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	8.07 AM	5.52 AM	-----
AR. NEW YORK, WHITEHALL TERMINAL .....	7.05 PM	12.40 PM	10.50 PM	5.40 PM	12.40 PM	8.10 AM	-----	-----

Through Pullman Sleepers from all points. \* Daily. \* Daily, except Sunday

# THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

## EASTWARD.

- No. 512. Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia
- No. 504. Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia
- No. 526. Buffet Parlor Car Washington to New York.
- No. 522. Parlor Car and Dining Car, table d'hote, Baltimore to New York.
- No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 508. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 502. Drawing Room Car Washington to New York. Dining Car, table d'hote; Cafe, a la carte, Washington to Philadelphia.
- No. 524. **"Royal Limited." Five Hour Train.** Elegant Coaches. Parlor Cars, and Observation Buffet Cars. Dining Car, table d'hote; and Cafe, a la carte, Philadelphia to New York. No excess fare on this train.
- No. 536. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car, table d'hote; and Cafe, a la carte, Baltimore to New York.
- No. 546. Pullman Sleeping Cars Washington and Baltimore to New York.

## WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hote; and Cafe, a la carte, New York to Baltimore.
- No. 535. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hote; and Cafe, a la carte, New York to Philadelphia.
- No. 507. Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 509. **"Royal Limited." Five Hour Train.** Elegant Coaches, Parlor Cars, and Observation Buffet Cars. Dining Car, table d'hote; and Cafe, a la carte, Philadelphia to Washington. No excess fare on this train.
- No. 525. Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 503. Buffet Drawing Room Car New York to Washington.
- No. 515. Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.
- No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.
- No. 9. Drawing Room Buffet Sleeping Car Baltimore to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3. Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper; Dining Cars serve balance of meals.
- No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Pittsburg to Chicago. Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago. Observation Sleeping Car Pittsburg to Cleveland.
- No. 55. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.
- No. 4. Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Baltimore. Sleeping Car Chicago to Pittsburg. Observation Sleeping Car Cleveland to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.
- No. 8. Drawing Room Sleeping Car Chicago to New York. Through Coach Chicago to Cleveland. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10. Sleeping Cars Pittsburg to Washington and Drawing Room Buffet Sleeping Car Cleveland to Baltimore. Dining Car serves breakfast.
- No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.
- No. 46. Sleeping Car Chicago to Cleveland. Through Coach and Sleeping Car Chicago to Pittsburg. Parlor Car Wheeling to Baltimore.
- No. 14. Sleeping Car Chicago to Wheeling

# THE BALTIMORE & OHIO RAILROAD COMPANY

GENERAL OFFICES: BALTIMORE, MARYLAND.

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OSCAR G. MURRAY, 1st Vice-President ..... Baltimore, Md.  
C. W. WOOLFORD, Secretary ..... Baltimore, Md.  
W. H. WILLIAMS, Assistant Secretary ..... Baltimore, Md.  
DAVID C. GREEN, Assistant Secretary ..... Philadelphia, Pa.

## LEGAL DEPARTMENT.

JOHN K. COWEN, General Counsel ..... Baltimore, Md.  
HUGH L. BOND, General Attorney ..... Baltimore, Md.

## ACCOUNTING DEPARTMENT.

H. D. BELKLEY, Comptroller ..... Baltimore, Md.  
GEO. W. BOOTH, General Auditor ..... Baltimore, Md.  
J. M. WALKINS, Auditor of Revenue ..... Baltimore, Md.  
G. B. HOWARTH, Auditor of Disbursements ..... Baltimore, Md.

## TREASURY DEPARTMENT.

J. V. MCNEAL, Treasurer ..... Baltimore, Md.

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J. C. STUART, Gen. Supt. Middle and Northwestern Divisions, Chicago, Ill.  
W. R. WOOLFORD, Gen. Supt. Pittsburg and Connellsville Divisions, Pittsburg, Pa.  
J. VAN SMITH, Gen. Supt. New York Division, Foot of Whitehall Street, New York, N. Y.  
GEO. H. CAMPBELL, Asst. Gen. Supt. ..... Baltimore, Md.  
C. C. F. BENT, Supt. Philadelphia Division ..... Philadelphia, Pa.  
JOHN E. SPENCER, Supt. Baltimore Division ..... Baltimore, Md.  
C. W. GALLOWAY, Supt. Cumberland Div. ..... Cumberland, Md.  
THOS. C. PRINCE, Supt. Shenandoah Division Winchester, Va.  
F. A. HUSTED, Supt. Monongah Division ..... Grafton, W. Va.  
L. B. WILLIAMS, Supt. Wheeling Division Wheeling, W. Va.  
F. E. BLASER, Supt. Ohio River Division Parkersburg, W. Va.  
J. F. IRWIN, Supt. Connellsville Division ..... Connellsville, Pa.  
JOHN BARRON, Supt. Pittsburg Division ..... Pittsburg, Pa.  
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L. G. HAAS, Asst. to General Manager ..... Baltimore, Md.  
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T. J. FOLEY, Asst. to General Manager ..... Baltimore, Md.  
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J. H. IRWIN, Asst. Chief Engineer ..... Baltimore, Md.  
J. E. GREENE, Engineer Bridges and Buildings ..... Baltimore, Md.  
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W. S. HAINES, Asst. Mechanical Supt. ..... Newark, O.  
W. ANCKER, Supt. Flooting Equipment ..... Baltimore, Md.  
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R. W. WRIGHT, Fuel Agent ..... Baltimore, Md.  
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G. M. FREER, Commercial Frt. Agent ..... Huntington, W. Va.  
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T. H. NOONAN, Gen. Manager Continental Line and Central States Dispatch, Cincinnati, O.

### MILEAGE.

NEW YORK DIVISION	5.30
PHILADELPHIA DIVISION AND BRANCHES	129.42
MAIN LINE AND BRANCHES	949.08
PITTSBURGH DIVISION AND BRANCHES	403.08
OHIO RIVER DIVISION AND BRANCHES	323.00
TOTAL MILEAGE EAST OF OHIO RIVER	1,810.78
MIDDLE AND NORTHWESTERN DIVISIONS	790.19
TOTAL MILEAGE WEST OF OHIO RIVER	790.19
TOTAL MILEAGE OF SYSTEM	2,600.97



JULY 1901  
ED. C. PARMELEE, Great Recorder

THE TWENTY EIGHTH TRIENNIAL CONCLAVE  
WILL BE HELD IN LOUISVILLE KY AUGUST 23 1901

Triennial Committee  
HARRY ALLEN LEE Denver Con.  
GEORGE J. GUNBAUGH Pueblo C.  
JOHN W. MAXWELL Leadville C.  
WILLIAM H. FEARBODY Canon City C.  
WILLIAM D. TODD Denver Loc.

*Denver Colo* Sept. 12th, 1901.

Mr. S. M. Shattuc,  
T.P.A., B. & O.S.W.R.R.,  
Denver, Colorado.

My Dear Sir:-

In behalf of the Triennial Committee of the Colorado Knights Templar, permit me to express our high appreciation for the complete and satisfactory manner in which all the details of the Pilgrimage to Louisville were carried out by yourself and other officers of the Baltimore & Ohio Southwestern R. R. Co., who had the matter in charge from St. Louis to Louisville; also, to add a word of thanks for the personal courtesies and attention received by all of our Knights and Ladies, from all officers and employees of your Company with whom we came in contact.

Respectfully submitted for the Committee,

*Harry Allen Lee*

Chairman

**SPEND THANKSGIVING**

. . . AT ONE OF THE MANY . . .

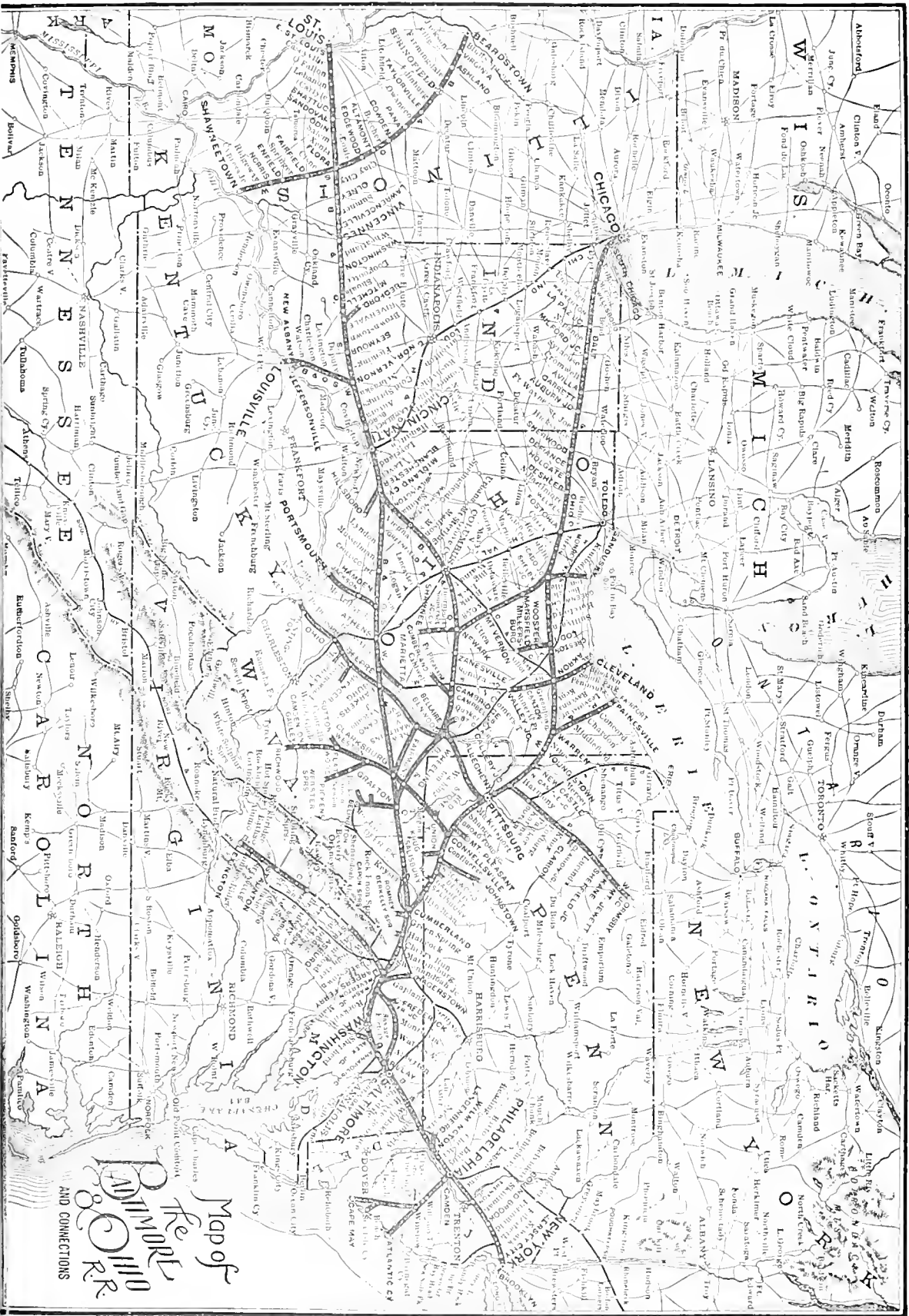
# **Hunting and Fishing Resorts**

on the **Baltimore & Ohio Railroad**



**This Number Contains Complete List of Locations and  
. . . the Kind of Game and Fish to be Found . . .**





# Baltimore & Ohio R.R.

## EAST AND WEST



### CALENDAR - 1901



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
	6	7	8	9	10	11	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
13	14	15	16	17	18	19	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
20	21	22	23	24	25	26	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
27	28	29	30	31			24	25	26	27	28			31													
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
12	13	14	15	16	17	18	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
19	20	21	22	23	24	25	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
26	27	28	29	30	31		23	24	25	26	27	28	29	30													
							30																				
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30												
22	23	24	25	26	27	28	29	30																			
29	30																										

ROYAL  
BLUE  
TRAINS

D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

B.N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

# ROYAL BLUE



# South Ferry Whitehall Terminal



Most Convenient Entrance to  
**Greater New York**

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.



# Mid-Winter Excursions



TO

# WASHINGTON AND BALTIMORE

January 16th - February 20th  
**1902**

TICKETS ON SALE AT

## VERY LOW RATES

FROM

Pittsburgh, Pa.  
Wheeling, W. Va.  
Parkersburg, W. Va.  
Bellaire, O.  
Benwood Jct., W. Va.

Braddock, Pa.  
Connellsville, Pa.  
Dunbar, Pa.  
Fairchance, Pa.  
Johnstown, Pa.

Mt. Pleasant, Pa.  
Moundsville, = = =  
W. Va.  
Uniontown, Pa.  
Washington, Pa.

Valid for Return **10 DAYS** Including Date of Sale

Tickets also on Sale on above Dates from

ALL POINTS ON THE

**BALTIMORE & OHIO RAILROAD**

East of the Ohio River and  
West of Washington Junction

TO

**WASHINGTON**

AT VERY LOW RATES

Valid for Return, 10 Days Including Date of Sale

# CONGRESS IN SESSION

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**Boston, New York and Philadelphia**

TO

## WASHINGTON

LEAVING BOSTON

January	17, 1902	April	11, 1902
February	28, 1902	*April	25, 1902
March	14, 1902	*May	9, 1902
March	28, 1902	*October	23, 1902

**\$25**

**Boston**

**\$18**

**New York**

**\$15**

**Philadelphia**

COVERS EVERY EXPENSE EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING . . . . .

\*On account of the usual advance in rates by the Fall River Line on May 14, price of tickets from Boston for the tour of April 25th, will be \$26, and for the tours of May 9th and October 23d, will be \$27.

## Royal Blue Line

### POPULAR.... THREE DAY TOURS

FROM

**NEW YORK and PHILADELPHIA**

AND INTERMEDIATE POINTS TO

## Washington

PERSONALLY CONDUCTED  
ALL EXPENSES INCLUDED

**\$12 From NEW YORK**  
**\$9 From PHILADELPHIA**

December	26, 1901	March	24, 1902
January	16, 1902	April	10, 1902
February	20, 1902	April	24, 1902
March	13, 1902	May	8, 1902

COVERS EVERY EXPENSE: INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA . . . . .

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**New York and Philadelphia**

TO

**Washington**  
**Richmond**  
**The James River**  
**AND**  
**Old Point Comfort**

CN SATURDAYS

January	18, 1902	April	12, 1902
March	1, 1902	April	26, 1902
March	15, 1902	May	10, 1902
March	29, 1902		

LEAVE BOSTON ON FRIDAYS PRECEDING

**.. Details to be Announced ..**

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED TO THE

**Battlefield of Gettysburg**  
**and Washington**

FROM BOSTON MONDAY, MAY 26, AND FRIDAY, SEPTEMBER 12, 1902  
FROM NEW YORK AND PHILADELPHIA TUESDAY, MAY 27, AND SATURDAY, SEPTEMBER 13, 1902

**\$32 From BOSTON . . .**  
EXCEPT SUPPER ON FALL RIVER STEAMER  
**\$22 From NEW YORK .**  
**\$19 From PHILADELPHIA**

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, HOTEL ACCOMMODATIONS, CARRIAGE DRIVES, ETC.

For tickets and booklet containing full information call at Royal Blue Line Ticket Agencies, No. 211 Washington Street, Boston, Mass.; 434 and 1300 Broadway, New York City, and 834 Chestnut Street, Philadelphia.



**CHICAGO  
PITTSBURG  
WASHINGTON**



**Direct**

between

**Chicago**

and

**Washington**

The LVIIth Congress  
convenes December 2d.

**The Baltimore & Ohio Railroad  
is the Only Line running solid  
trains from Chicago and  
Pittsburg to Washington,**

and is the natural highway from the  
great Northwest.

The equipment is unsurpassed, the time  
the best.

Sleeping Cars are Pullman's best, and  
the Dining Car Service operated by the  
Baltimore & Ohio Railroad Company  
is especially recommended.

**Pittsburg**

and

**Washington**



"De La B. et de la B."





# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, DECEMBER, 1901.

No. 3.

## ST. LOUIS.

ST. LOUIS was founded February 15, 1764, by M. Pierre Laclède Ligest, who, having obtained a charter from M. D'Abbadie, Governor of the Province of Louisiana, for the privilege of exclusive trade with the savages of the Missouri as far north as the St. Peters River, started from New Orleans in the summer of 1763 with a large company of mechanics, traders, hunters and agriculturists, for the purpose of establishing a trading post and colony somewhere on the west bank of the Mississippi River near the mouth of the Missouri.

Arriving at St. Genevieve after a long, fatiguing trip, in the rough, heavy flat-boats of that period, they found that post could not afford sufficient shelter or accommodation, so they continued up the river to Fort de Chartres, on the Illinois side, where they found active preparations being made for the evacuation of the place and delivery to the English, to whom had been ceded, under the terms of the Treaty of Paris, all of the French territory on the east bank of the Mississippi, with the exception of New Orleans.

After storing his goods, M. Pierre Laclède Ligest started with a few attendants for the mouth of the Missouri, between which and Fort de Chartres he expected to find some suitable spot on the west bank of the Mississippi for the location of his settlement in the early spring, this being then December.

Having selected the location, he returned to Fort de Chartres and told the Commandant there, M. de Neyon, and his officers, that he had found a location where he intended establishing a settlement, "which in the future would become one of the most beautiful cities in America."

He and his company occupied themselves during the winter at Fort de Chartres in

making preparations, and early in February, the river being free from ice, about thirty men, mostly mechanics, were selected from the party, and, under the direction of M. Auguste Choteau (M. Laclède Ligest's stepson) they started out for the location selected, and, on the fifteenth day of February, 1764, disembarked at their destination and took possession of the soil on which they were to erect their colony—the site of the city of St. Louis.

Although this land was claimed by the Illinois Indians, they tacitly assented to its occupancy, and there is no record of their ever having asked for any remuneration.

In comparatively few days the sheds and cabins were finished, and early in March, M. Pierre Laclède Ligest having arrived, the plan of the village was laid out and he selected the site for his own house. He named the place "St. Louis," in honor of Louis the Fifteenth, King of France, little knowing that nearly two years before, the entire territory west of the Mississippi River had been, by secret treaty, ceded to Spain, and ratified a year later by the Treaty of Paris.

The new colony flourished from the start. The inhabitants of Kaskaskia, Cahokia and other villages east of the Mississippi, on account of their antipathy to English rule, left their homes and settled in St. Louis, adding greatly to its resources, and the trade in peltry, which had heretofore been carried on at those places, was by degrees transferred to the new trading post, and in a little more than a year from its establishment it became evident that St. Louis would be a town of importance and the leading business point in upper Louisiana. There were no statutes, law-makers or prisons; the few leading inhabitants, looked upon as patriarchs by the

rest, settled all differences, and their opinions had the force of judicial decisions.

In April, 1764, M. D'Abbadie, Commandant-General of the Province of Louisiana, received orders from France to proclaim to the people the surrender of all the French possessions west of the Mississippi, to Spain, and in a few months this intelligence reached the new colony at St. Louis, greatly arousing the ire of the inhabitants, who avowed that the subjects of France residing in the country west of the Mississippi would never consent to be governed by the laws of Spain.

Spain, however, adopted a conciliatory policy before attempting to exercise her authority, and not until August 11, 1768, did a Spanish representative reach St. Louis, and he, seeing the temper of the people, did not attempt to exercise the powers with which he was invested; and in the summer of 1769, with the few troops under his command, left St. Louis, greatly to the relief of the inhabitants.

Spanish authority was not long removed, however, and early in 1770, Don Pedro Piernas, Spanish Lieutenant-Governor, arrived at St. Louis and received possession of upper Louisiana from M. St. Ange de Bellerive, the French Commandant of St. Louis. The people, seeing that New Orleans had submitted, had made up their minds to yield peacefully, but it was with universal sorrow that they saw the French flag supplanted by that of Spain.

The policy of Piernas was well suited to the colony. He made but little change in the existing government, and such new regulations as he introduced were so beneficial that, after a few months, the inhabitants ceased to regret the change of government. He made the former French Commandant a Captain of Infantry in the service of Spain, and continued on most friendly relations with him.

He was succeeded in 1775 by Francisco Cruzat, who continued the policy of his predecessor and was highly esteemed by the people. He was succeeded in 1778 by Don Fernando de Leyba, who died in 1780, and the functions of his office were exercised by his Lieutenant, Sylvio Francisco Cartabona, until the arrival of Francisco Cruzat, who had been reappointed.

In 1788, Manuel Perez succeeded Cruzat, and he was, in turn, succeeded by Zenon Trudeau in 1793, who did much to encourage immigration and more frequent com-

munication with New Orleans, and, as a result, St. Louis became the abode of many prosperous merchants. By holding out extraordinary inducements in the way of land grants, etc., he induced many citizens of the United States to cross the Mississippi and take up their residence on Spanish soil.

He was succeeded in 1798 by Chas. Dehault Delassus de Delusiére, by birth a Frenchman, but who had been long in the service of Spain. During his administration the territory was ceded to France by the secret treaty of Ildefonso, in 1801, and later, in 1803, sold by France to the United States, and on March 9, 1804, he transferred the Province of Upper Louisiana, of which St. Louis was the capital, to Major Amos Stoddard, an officer in the American Army, who had been appointed Commissioner of the French Government for the occasion, and who, the following day, as French Commissioner, went through the formality of delivering the possessions to himself as the representative of the United States, and was appointed Governor of Upper Louisiana, with all the power of a Spanish Commandant.

Under the administration of the United States Government, immigration poured in rapidly and enterprising traders from eastern cities followed each other in rapid succession in establishing successful business enterprises.

A ferry was established across the Mississippi River, which became very profitable, there being a continual line of immigration wagons crossing from the east to the west.

A postoffice was established, and in July, 1808, a newspaper was started—the first west of the Mississippi, the *Missouri Gazette*, afterward the *Missouri Republican*, now the *St. Louis Republic*.

In 1809 St. Louis was incorporated as a town, with a population of 1,000.

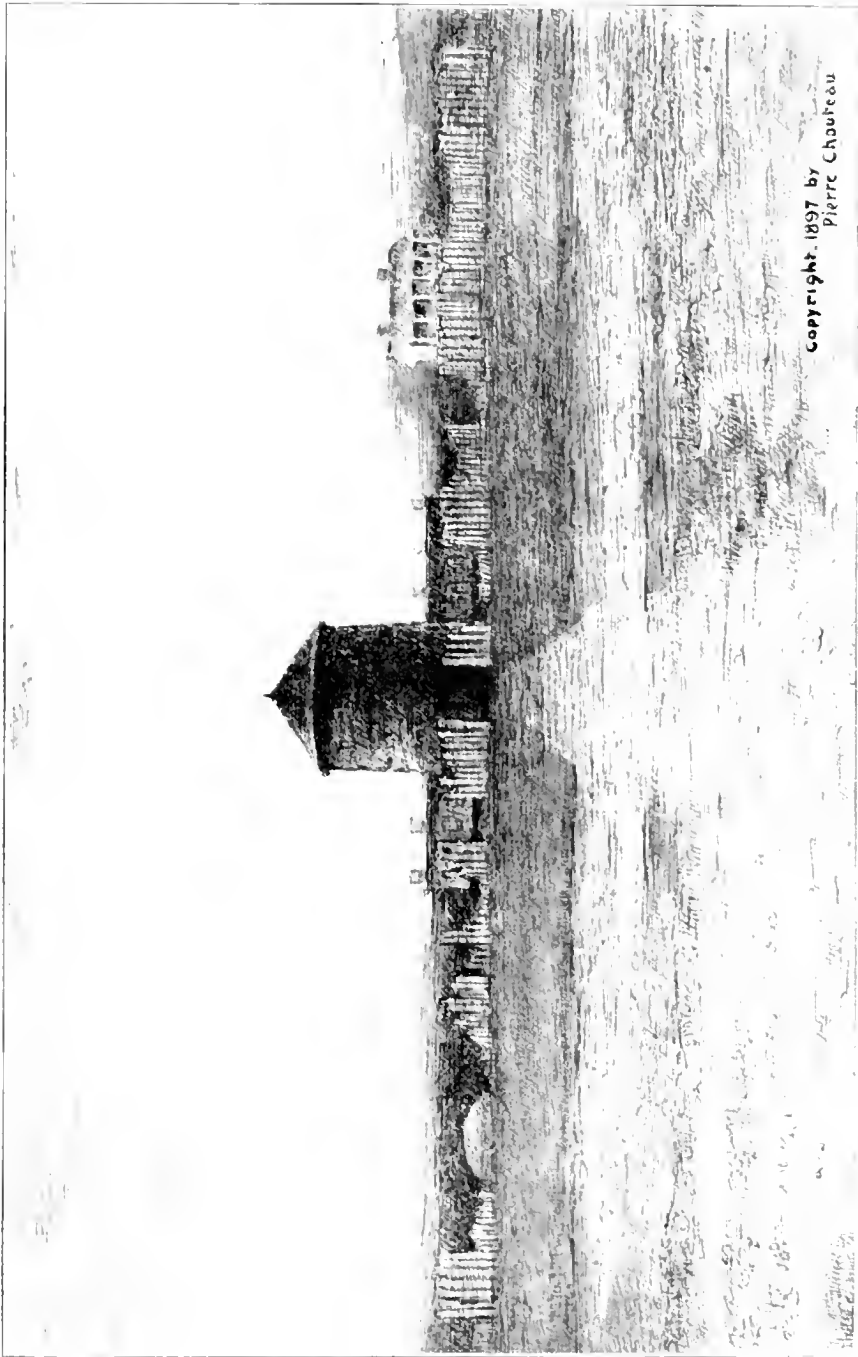
The war of 1812, beyond exciting some disaffection among the Indians, was but little regarded, St. Louis being too far removed from the seaports to be affected.

In 1817 the first steamboat, the *General Pike*, arrived.

In 1821 the first directory was published, showing a population of 5,000, and taxable property of \$940,326.

On December 9, 1822, an act was passed by the Legislature of Missouri authorizing St. Louis to incorporate as a city.

In 1840 the population had increased to 16,469.



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Pierre Chautreau

Spanish Fort  
erected about 1755 at Francisco Cruzat, where Southern Hotel now stands.

On December 20, 1847, the first line of telegraph to the East was established; and on December 28, of the same year, a meeting was held for the purpose of petitioning the Legislature to authorize the city of St. Louis to subscribe for \$500,000 stock in the Ohio & Mississippi Railroad (now the Baltimore & Ohio). The petition was granted, the subscription made, and in 1857 the road was completed to Cincinnati. It being the first railroad connecting St. Louis with the East, the event was celebrated on June 5, of that year, by a great civic and military parade, and was attended by the members of the City Councils of Baltimore and Cincinnati, and municipal officers of Marietta, Chillicothe and other cities along the line.

The city continued to increase rapidly in population and commercial importance; other railroads were built in rapid succession, and the river trade reached such proportions that, frequently, steamboats were lined up, three and four deep, along the river front, receiving and discharging freight. The census of 1860 showed a population of 160,773, and taxable property assessed at \$57,537,514.

As the chief city of a slave state and many of its inhabitants being of Southern origin, the position of St. Louis was a trying one during the Civil War. The people generally viewed with apprehension and disapproval the policy of secession, but naturally had warm sympathy with the people of the South, both on account of their commercial and social relations, as well as ties of kindred. The Union sentiment largely predominated, but there was a strong opposition to war and coercion, the belief being general that some method of amicable settlement could be devised.

On the 30th of April, 1861, an order was issued from the War Department at Washington, authorizing Captain Lyon, with the co-operation of the Committee of Safety, to enlist ten thousand men; and on August 30th, General Fremont, by proclamation, declared martial law throughout the State of Missouri, making, however, no provision for officers and men to enforce it, except in St. Louis; and from that time until July 23, 1863, navigation of the Mississippi was substantially closed. Trade with the outside world was crippled, the State was traversed by bands of guerrillas on one side and undisciplined soldiers on the

other, each taking the lives and property of noncombatants on mere suspicion that they were disloyal to one side or the other, and conditions prevailed generally that only those living in the border states can comprehend or believe.

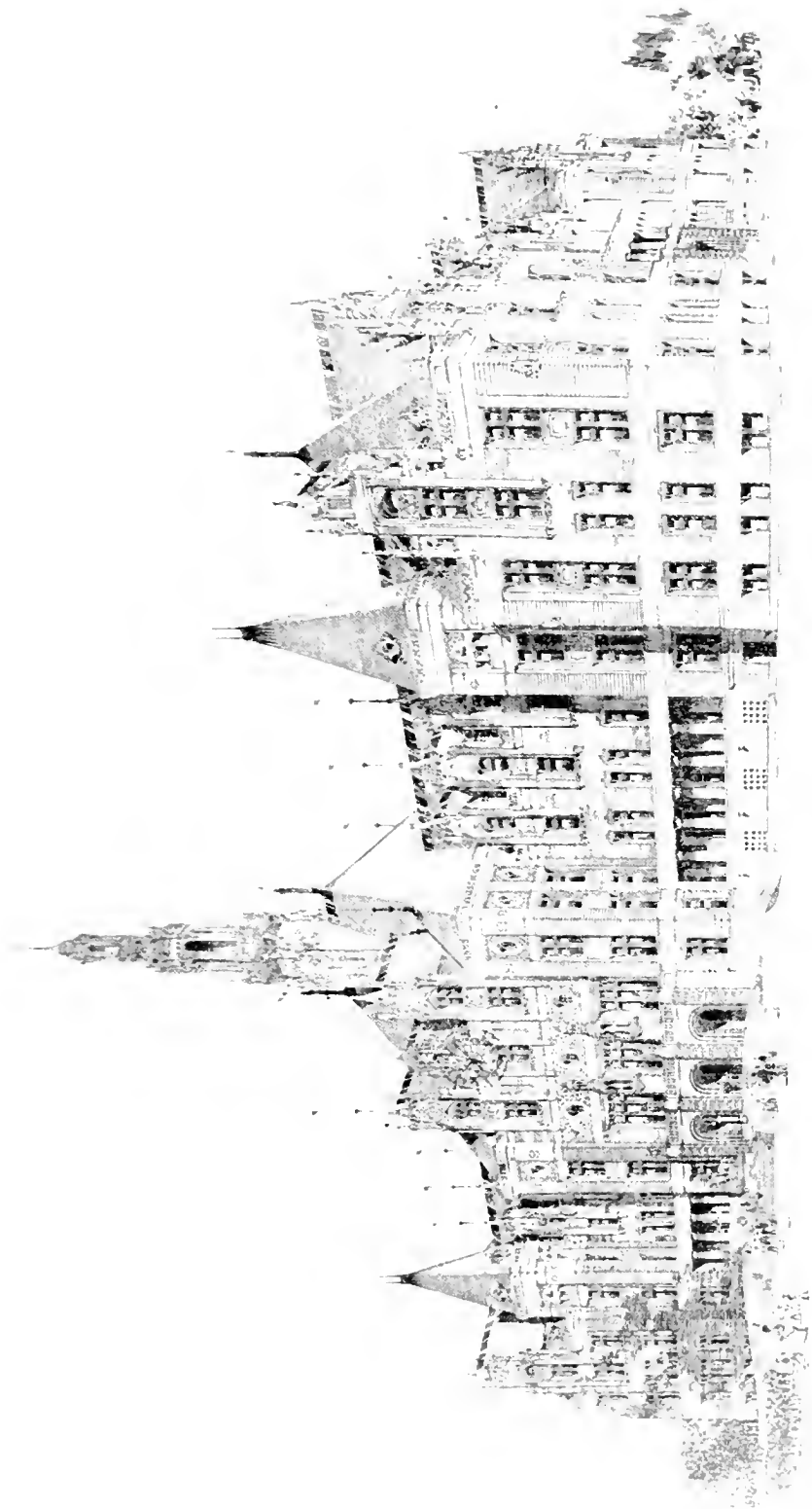
St. Louis recovered rapidly after the conclusion of the war, and the census of 1870 showed a population of 310,864; in 1880, of 350,518; in 1890, of 450,770, and in 1900, a population of 575,278, with an assessed valuation of \$374,508,490, and a total indebtedness of only \$19,503,384.61.

Referring to it in his recent great novel, "The Crisis," Mr. Winston Churchill says:

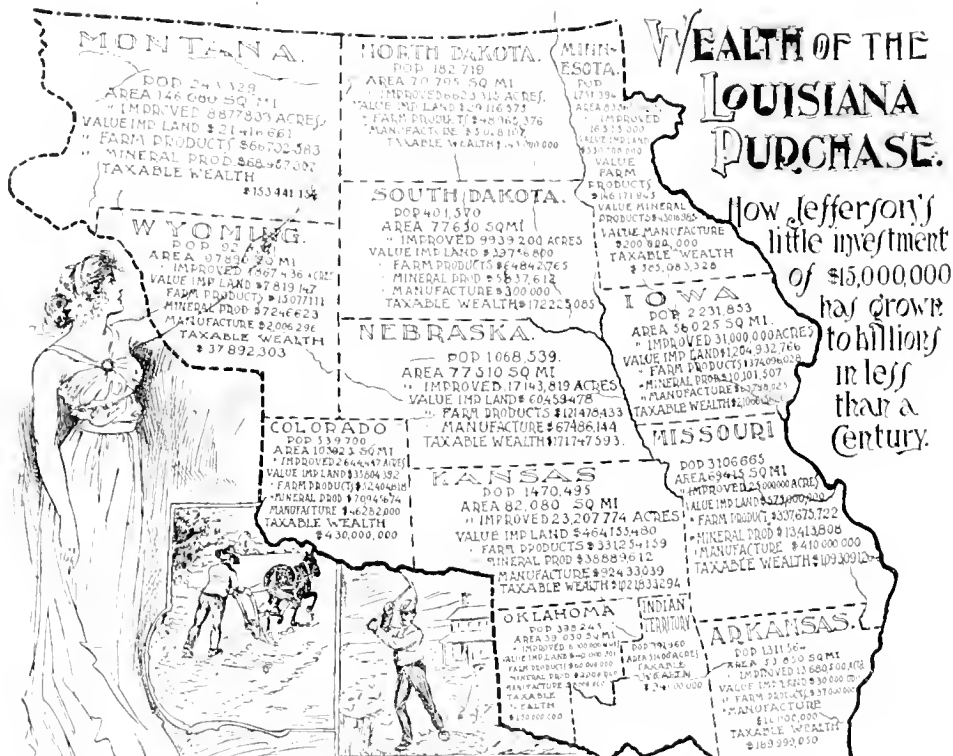
"When Charles Stuart walked out of a window in Whitehall Palace to die; when the Stern and the Gay slew each other at Naseby and Marston Moor, two currents flowed across the Atlantic to the New World. Then the Stern men found the stern climate, and the Gay found the smiling climate.

"After many years the streams began to move again—westward, ever westward. Over the ever-blue mountains from the wonderland of Virginia into the greater wonderland of Kentucky; and through the marvels of the Inland Seas, and by white conestogas threading flat forests and floating over wide prairies, until the two tides met in a maelstrom as fierce as any in the great tawny torrent of the strange Father of Waters. A city founded by Pierre Laclède, a certain adventurous subject of Louis who dealt in furs, and who knew not Marly or Versailles, was to be the place of the mingling of the tides. After cycles of separation, Puritan and Cavalier united on this clay-bank in the Louisiana Purchase, and swept westward together. Like the struggle of the two great rivers when they meet, the waters for awhile were dangerous."

On this "clay-bank," through the "struggle" and the "dangerous waters," the descendants of the Stern men and the Gay, mingling together, emulating the virtues and correcting the faults, each of the other, contributed their full share toward the upbuilding of the greatest city west of the Mississippi, known the world over for the broad commercial methods, financial solidity, and the boundless hospitality of its people; the city selected by all the trans-Mississippi states and territories as the one in which the one hundredth anniversary of the Louisiana Purchase shall be celebrated, by a World's Fair, in 1903.



ST. LOUIS CITY HALL



COUNTY AND TERRITORIES	POPULATION	Area Square Miles	Area in Acres	Value Land in 1910	Value Mineral Products	Value Manufactures	Total
Alabama	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Arkansas	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
California	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Colorado	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Connecticut	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Delaware	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Florida	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Georgia	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Idaho	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Illinois	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Indiana	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Iowa	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Kansas	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Kentucky	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Louisiana	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Maine	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Maryland	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Massachusetts	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Michigan	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Minnesota	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Mississippi	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Missouri	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Montana	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Nebraska	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Nevada	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
New Hampshire	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
New Jersey	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
New Mexico	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
New York	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
North Carolina	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
North Dakota	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Ohio	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Oklahoma	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Oregon	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Pennsylvania	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Rhode Island	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
South Carolina	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
South Dakota	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Tennessee	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Texas	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Vermont	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Virginia	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Washington	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
West Virginia	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Wisconsin	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000
Wyoming	1,111,568	51,400	15,420,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$3,000,000,000

## SOUTH CAROLINA INTERSTATE AND WEST INDIAN EXPOSITION.

Charleston, S. C., December 1, 1901, to June 1, 1902.

THE South Carolina Interstate and West Indian Exposition opens at the city of Charleston, S. C., on December 1, 1901, to continue until June 1, 1902. Its purpose is to show the marvelous development of the South in the last quarter of the Nineteenth Century.

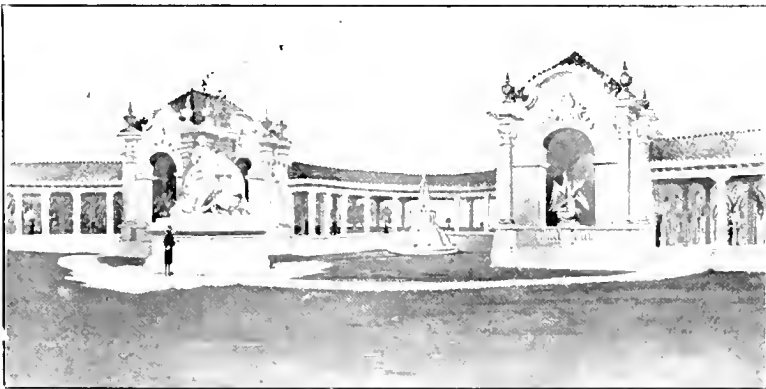
South Carolina leads the Southern States in cotton manufactures, and is second only to Massachusetts in the entire Union.

The Exposition, however, is not intended for South Carolina alone, but for the entire South as well, with a good representation from the Northern States.

A feature of the Exposition is to show the resources and industries of our new

habitats from the new possessions will command the most general and vital interest, not only from curiosity, but from a business sense with special attention to all that points to the further expansion of American trade and to new markets for American manufactures.

The site chosen for the Exposition is a tract of about one hundred and sixty acres of land on the eastern bank of the Ashley River, about two and a half miles from the business center of the city, and within the city limits. The slightly rolling country lends itself readily to the varied and artistic effects, and the magnificent live-oaks, with their shadowy and graceful pendants of



FEDERAL COURT OF PALACES

possessions in the West Indies, Philippines, Mexico and South and Central American Republics.

Liberal space will be given to exhibits of agricultural products peculiar to the Southern States, such as tea, hemp and tobacco; also to home exhibits of non-agricultural products, such as phosphates. One of the main features is the Textile Building, in which an object lesson will be given of the wonderful development of the cotton manufactures. There will be extensive exhibits of forestry, fish, fisheries and live stock. "Good roads" and "Education" are to be features of exhibit also, and the ex-

hibits from the new possessions will constitute a feature which no money could supply.

Undoubtedly Charleston is one of the most interesting of the old Southern cities, containing as it does so many quaint, picturesque bits of architectural design of strictly colonial type. It is proposed to emphasize this fact by carrying out this feature in the Exposition buildings.

Charleston belongs to the best type of the old colonial cities of the United States. Settled in 1670, it was moved to its present site in 1672, and lies on the narrow neck of land between the Ashley and Cooper Rivers, very much as New York lies between the



PALACE OF AGRICULTURE.

East and North Rivers. It contains some fine specimens of old colonial architecture and is a city of sunshine and roses, being famous for its bright and genial winter climate and for its rose gardens. It is a city of safe, conservative business methods; its prosperity is real and substantial, but its inhabitants, while eminently social, and hospitable in temperament, are not given to display. Some of its institutions and customs are survivals from an old-world past, and full of interest and charm to the lover of the olden time.

On the Ashley and the Cooper are the old baronial estates of the wealthy rice planters and slave owners who once constituted the aristocratic class of South Carolina.

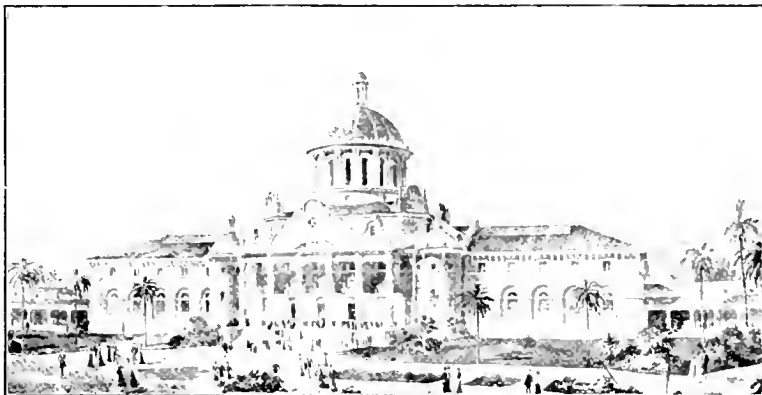
Many of these fertile old plantations have been abandoned because of the new conditions, but many are still occupied by families that have owned them for two centuries, and within these homes, if one can gain admission there, may be seen some wonderful

antique furniture, old portraits and miniatures and other relics of colonial days as would delight the heart of the collector.

The harbor of Charleston is one of the most spacious and beautiful on the Atlantic Coast. With thirty feet of water on the bar, and an open port all the year round, and with its nearness to our new market in the West Indies, Charleston is destined to hold a commanding position among Atlantic commercial ports in the Twentieth Century.

St. Michael's Church is one of the oldest and most interesting churches in Charleston. It attracts the attention of every visitor by the graceful lines of its steeple and by the sweet chiming of its bells. The romantic incidents connected with these chimes add much to the attractions of the old church itself. St. Michael's was opened for service in 1761. Battered by shot and shell during two wars, shattered by the terrible earthquake of 1886, it still remains the pride of the modern Charlestonian, as it has been that of generations passed away.

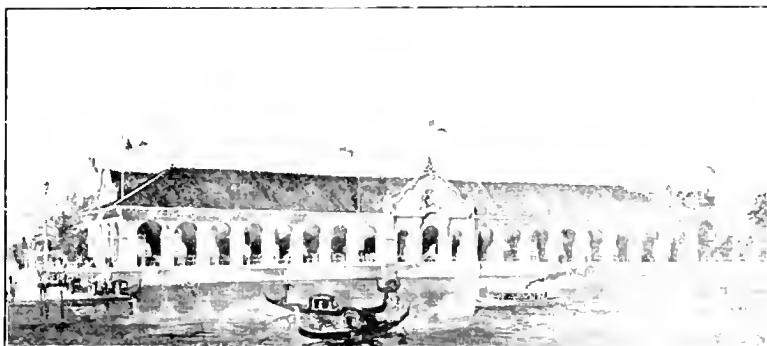




COTTON PALACE



MACHINERY BUILDING



TRANSPORTATION BUILDING

## POPPYLAND.

“THE first train leaves at six P. M.,  
For the land where the poppy blows;  
The mother dear is the engineer,  
And the passenger laughs and crows.

“The palace car is the mother’s arms;  
The whistle, a low sweet strain;  
The passenger winks and nods and blinks,  
And goes to sleep on the train.

“The next train leaves at eight P. M.,  
For Poppyland afar;  
A summons clear falls on the ear —  
‘All aboard for the sleeping car!’

“But what is the fare to Poppyland?  
(I hope it is not too dear.)  
The fare is this—a hug and a kiss,  
And it’s paid to the engineer.

“So I ask of Him who children took  
On His knee in kindness great—  
Take charge, I pray, of the trains each day,  
That leave at six and eight.

“Take charge of the passengers thus I pray,  
For to me they are very dear;  
And special ward, O Gracious Lord,  
O’er the gentle engineer.”

## FLAGGING THE GENERAL MANAGER'S SPECIAL.

BY JNO. J. SKINNER.

ONE of the many amusing incidents that came to the notice of the train dispatcher was that of the farmer agent who covered himself with glory by flagging the general manager's special.

The road had been completed but a short time before, running through a new country; some of the agents were decidedly raw at the business, and it was a difficult matter to get experienced men to go to the small station. Hence the raw men.

The hero of this sketch was hardly "bridlewise," and he made his brags that he had never stepped aboard a car in his life until he went to work for the road, but had spent his whole life on the farm through which the road now ran. One of the stipulations when the right of way was granted through his land was that he was to be the station agent. With this introduction to the agent, you understand why he knew so little about the general manager or his special.

One day orders came from the division superintendent that the special would go over the Chicago Division that afternoon, and to make it a fast schedule. It was accordingly made out, the best crew and engine selected, and arrangements completed to give it a good run. The station was named Heywood in honor of the agent, and of this fact he was justly proud. It was some five miles west of the division point where I was located. In lieu of a depot, the company business was conducted in a small store that stood conveniently near the track. Occasionally a car of logs was shipped out of this station, and to load these cars a horse and block-and-tackle were used, which necessitated stretching a rope across the main track. There was no telegraph office at this point; and knowing that logs were being loaded there on this particular day, and fearing lest the special might find the main track blocked, I sent the sectionmen to notify Heywood about the special and to have everything clear by ten o'clock, the time it was due. The special pulled out right on the minute, and only intended making one stop (for water) before reaching Chicago. It was fifteen

miles to the first telegraph station, and as the special did not show up there on time, I began to worry a little; and as the minutes passed and it still did not show up, I worried some more. I knew there were no trains in the way, but I could not help fidget a little (every dispatcher knows how that is when he wants to give the general manager a good run). At last it passed "WE" twelve minutes late. Here I expected a message from the conductor, but he did not throw off any; and my only hope of finding out the cause of their delay was to wait until they arrived at "IX," where I knew they would stop for water. To this station I sent the conductor a message, but the only answer I received was "We were flagged at Heywood." Who in the world had flagged them, and what for? Here, indeed, was a poser; and I was of the opinion that the conductor should be reprimanded for not making a full report of the delay.

When the sectionmen returned in the evening they told me the following story:

"After telling Heywood all about the special, and what officials were on board, he said: 'So the general manager and all the big guns are comin', air they? Well, boys' (turning around to the loafers about the store), 'as I never saw a general manager in my life, I won't do a thing but just make a nice bucket of lemonade, and we've got a box of good cigars here in the store, and I'll flag that train and set 'em up just for luck. Now you fellers hang around until she comes, and then watch my smoke.'

"Heywood hunted up some old hard-shell lemons, and from these, together with some brown sugar, he proceeded to mix up a decoction which he insisted upon calling lemonade. The cigars were the kind that smell like a hot-box. After waiting a few moments the special hove in sight. The engineer spied Heywood swinging his old hat across the track, and not knowing what was up, he brought the train to a very sudden stop, and in an instant the occupants were trying to see what was the trouble. Before they could utter a word, Heywood, lemonade and cigars boarded the train. He was smiling like a candidate. The

astonished officials looked at him and then at each other in wonderment.

"The general manager was the first to recover, and he asked Heywood what it all meant. 'Well,' said Heywood, 'I heard you fellers was a-comin' down the road, so I jis' thought I'd show you a good time. We ain't no slouches, if we do live in the woods. We never do anything by halves, but go a whole hog or none; and I thought this would be a good show to get acquainted. It's my treat, boys; so dive in and help yourselves to the lemonade.'

"With this closing remark he proceeded to pass the 'treat' around, and every man in the car took a sip out of the tin cup, and also helped himself to a 'feather-filler.'"

After shaking hands all around, he was

hustled off the car, and the special proceeded to Chicago without making the acquaintance of any more agents.

The general manager said afterward his first impulse was to kill him, but on second thought the situation seemed so ludicrous that he concluded to have a little fun out of it, even if they were delayed.

This little station has grown to be a town of three or four hundred inhabitants, and Heywood, with the assistance of his daughter, still holds the fort. He never tires of telling how he first met the officials. It made him famous the whole country 'round, and he is "the whole thing" in the town; and why shouldn't he be? Don't you know that "among the blind the one-eyed man is king?"



## THE IRON HORSE.

BY J. E. RANKIN.

HARK! within, a thousand hammers!  
Babel noises, Babel clamors,  
Lathes, slow-turning, forges flaming;  
They the iron-horse are framing.  
Now he stands, at last completed,  
Joints and muscles aptly furnished,  
Part to part adjusted, meted,  
And his helmet brightly burnished.

There he stands, no sense or notion,  
Void of speed and void of motion;  
There he stands, with muscles rigid,  
Joints rheumatic, pulses frigid.  
From the mines of Lehigh feed him,  
Give him water, steam will wake him;  
He will serve you where you need him—  
Forth to draw your burdens take him.

Raging, rushing, writhing, rolling,  
Bridle him, his head controlling,  
Hand on lever, while you're able;  
Now he sallies from the stable,  
Like a fiend, with shriek infernal,  
As to lumbering cars you bind him;  
Quick he starts on trip diurnal,  
Lugging loaded vans behind him.

Speeds he forth with bolt of thunder,  
Dragging passengers and plunder,  
Breathing flames, and sparks emitting,  
Sneezing, wheezing, snorting, spitting;  
Firing up, and then down-toning,  
Frisking, fretting, cutting capers,  
Howling, growling, moaning, groaning,  
Hid at last in smoke and vapors.

With what passengers he's laden!  
Strapping lad and blushing maiden,  
This day's bride and buxom matron,  
Master, servant, tramp and patron.  
Through snow-piles or summer weather,  
Through the storm, what does it matter?  
How they laugh and joke and chatter,  
Till they're landed all together.

From the silver cloud emerging,  
With strong pulse-beat onward urging,  
Like some stallion stung with nettles,  
Down to work again he settles,  
When he yawns, look at his vitals,  
Full of white-hot glowing cinders;  
Thus he takes for toil requitals,  
Lehigh, cracking all to flinders.

Now he pauses, pants and shivers,  
Eats up mountains, drinks up rivers;  
On again, his pathway wheeling,  
Rumbling, tumbling, swaying, reeling,  
Tugging tiresome up the mountains,  
Down the valleys like wild, tearing,  
Whirling past the city-fountains,  
Starting dogs and horses searing.

Crowns of vapor upward curling,  
Dust and paper wildly whirling,  
Roaring, boring through the tunnel,  
Spurting cinders from his funnel,  
At his conquests, laughing, shouting,  
Like a school-boy in his outing,  
Rolls he rumbling to the station,  
Beating, beating all creation!

Heart of fire, and iron-sinewed,  
Tons of Lehigh through him winnowed,  
From his task he stands unbending,  
Cools his pulse, his labor ending;  
There unharnessed, puffing, dreaming,  
Though no perils ever daunt him  
Back upon his mem'ry teeming,  
What night-visions, ah, must haunt him.

Yet, tomorrow, for work steady,  
Flashing in the sun he's ready,  
Breath of flame and voice of thunder,  
Always, always, a new wonder;  
Like a fiend, hot sparks emitting,  
Out his breath asthmatic blowing;  
Passengers around him flitting,  
Burdens right and left bestowing

Was the man that him invented,  
Half a fiend or half demented?  
Did he guess it, did he mean it?  
Had he in a vision seen it?  
All the world he's set in motion  
With his "tarnal" Yankee notion.  
On that day which him releases,  
All the world would fall to pieces.

## ORIGIN OF MASON AND DIXON LINE.

BY WILLIAM GILBERT IRWIN.

OF all the geographical lines which have gone down in history, none has become more famous than the Mason and Dixon Line. Originally run to avert a clash of arms between the province of the peaceful Quaker and that of the liberty-loving Baltimoreans, the line in later years served a like purpose in calming hostilities between Pennsylvania and Virginia; and when, in still later years, the roar of Sumter's guns rolled northward along the slopes of the Alleghanies and westward across the prairies and awakened our nation from its peaceful dream of half a century to the startling reality of armed rebellion and civil war, the line came to be regarded as the pivotal line between the slave and the free states, the celebrated line 'twixt North and South.

The history of the Mason and Dixon Line is one about which there clings an intense and absorbing interest. Connected with it are many significant facts of historical interest, into which have been interwoven much of myth and tradition, of error and superstition. The boundary troubles, which first existed between Pennsylvania and Maryland, and later between Pennsylvania and Virginia, arose from misstatements in the original charter grants of these provinces. Between Pennsylvania and Maryland these dissensions began as early as 1681, the year in which Penn's colony of Brotherly Love touched the shore of the future Keystone State, and continued for three-quarters of a century. The controversy involved the right of ownership of a considerable tract of land which the Mason and Dixon Line later gave to Pennsylvania. In early days Delaware was included in Penn's colony, but when in 1703 it became a separate colony, it straightway took an active part in the boundary disputes, and new complications then arose.

Before William Penn received the grant for the land whereon he proposed to found his colony of Brotherly Love, the Duke of York, brother of King James and owner of the region, expressed a desire to reserve the territory for a distance of thirty miles north of New Castle, as the Dutch and Swede settlement at that place had already been brought under the English rule and

made subject to the laws of New York; but at the suggestion of Penn to Sir John Werden, agent for the Duke of York, the southern line of Penn's colony was fixed at twelve miles north of New Castle. Before the time of Penn's arrival the Calverts had laid claim to the land on the Delaware whereon the Dutch and Swedes had settled, and Penn was not long in discovering that Lord Baltimore's patent, if extended to the fortieth parallel, would include the site of his city of Brotherly Love and leave his province without a harbor. In order to straighten out matters, the Duke of York gave to Penn a deed for New Castle and the plantation for twelve miles around; and in a second instrument he conveyed to Penn all the territory southward to Cape Henlopen. It is not surprising that Lord Baltimore protested vigorously against this disposal of lands clearly within his charter rights, and these protests reaching the Duke of York, who had now succeeded his brother on the English throne, he, wishing to settle the dispute, brought the matter before the King's Council in 1685, reached the following agreement:

"That for avoiding further differences the tract of land lying between the Bay of Delaware and the eastern sea on the one side, and the Chesapeake Bay on the other, be divided into equal parts by a line from the latitude of Cape Henlopen to the fortieth degree of north latitude, the southern boundary of Pennsylvania by charter, and that the one-half thereof lying towards the Bay of Delaware and the eastern sea be adjudged to belong to His Majesty, and the other half to Lord Baltimore, as comprised in his charter."

These are the words of this first effort looking to the settlement of this dispute, and to this day this curious old document can be seen in the Royal Historical Museum in London. While little of the land mentioned in this agreement is within the limits of the present State of Pennsylvania, the line thus drawn has ever since marked the eastern limits of Maryland, and this amicable adjustment of that boundary paved the way for future compromises. It was not, however, until 1732 that the real preliminary steps toward fixing the boundary between the two provinces were taken. In that year the sons of William Penn and Charles Calvert, the

great-grandson of the original Lord Baltimore, entered into the following agreement:

"That a semi-circle be drawn at twelve English miles around New Castle, agreeably to the deed of the Duke of York to William Penn in 1682; that an east and west line shall be drawn beginning at Cape Henlopen and running westward to the exact middle of the peninsula between the bays of Chesapeake and Delaware, and the end of the line of intersection in the latitude of Cape Henlopen; a line shall be drawn northward so as to form a tangent with the periphery of the semi-circle at New Castle, drawn with the radius of twelve English statute miles, whether such a line shall take a due northerly course or not; that after the said northerly line shall touch the New Castle semi-circle it shall be run further northward until it shall reach the same latitude as fifteen English miles due south of the most southern part of the city of Philadelphia; that from the northern point of such a line a due western line shall be run, at least for the present, across the Susquehanna river and twenty-five miles beyond it, and to the western limits of Pennsylvania, when occasion and the improvements of the country shall require it; that that part of the due west line not actually run, though imaginary, shall be considered to be the true boundary of Maryland and Pennsylvania \* \* \* and that the route shall be well marked by the trees and other natural objects, and designated by stone pillars, sculptured with the arms of the contracting parties, facing their respective possessions."

This quaint and colored old document, which was really the means of bringing about the running of the famous Mason and Dixon Line, can also be seen side by side with the document previously referred to, in the Royal Historical Museum. The appointment of commissioners in accordance with the above agreement soon followed, and in 1732, 1739, 1750 and 1760 lines for the New Castle circle were run. All of these surveys, however, were unsatisfactory. The commissioners were mostly incompetent, and in many instances extravagant. It is recorded that the commissioners of 1750 had among their items of expense a hogshead of port wine and eleven gallons of rum. It must have been with some hesitancy that the Quaker government paid its share of the twenty-seven pounds twelve shillings and sixpence expended for these refreshments.

The dispute was again referred to the British government, and in 1750 Lord Chancellor Hardwick handed down a decision by which the adjustment of all the boundary disputes between Pennsylvania and Maryland was effected. This decision was, however, nothing more than an approval of the agreement previously entered into by the representatives of the two provinces. Between 1750 and 1760 the east and west lines were run, the twelve-mile semicircle was partly completed and the tangent point in

periphery was established. But the work of the surveyors was so disappointingly slow that the commissioners of the two provinces dismissed them and the result was that a call for surveyors was sent to London, and Mason & Dixon were finally secured to finish the lines. Thus it was that the names of these two learned English astronomers and mathematicians, unknown to fame in England, the scene of their life's work, came to be perpetuated by their work here in the western wilderness, far from their home and native land.

The agreement whereby these two London surveyors undertook to finish the "Triangle," and make the other surveys provided for in the agreement of 1732, stated that they were "to mark, run out, settle, fix and determine all such parts of the circle, marks, lines and boundaries as were mentioned in the several articles or commissions and are not completed." Their compensation, in addition to their board and support, was fixed at 10s 6d per day while coming from and returning to London and a guinea per day while in the colonies. They arrived at Philadelphia on November 15th, 1763, and began the work at once. Soon they had an observatory erected at the southern point of Philadelphia, which was the first erected in America. The part of the New Castle circle which had already been run they found to be of some assistance to them, and in the fall of 1764 they located the northeastern corner of Maryland and there caused a stone to be planted. This point was latitude thirty-nine degrees, forty-three minutes and twenty-six and three-tenths seconds, and on that parallel they proceeded westward, passing over the mountains and through tangled forests, making vistas eight yards wide, in the middle of which were set up stones which marked the line of the parallel. At the end of every mile was set up a milestone with a "P" on the northern side and an "M" on the southern side. At the end of every fifth mile was a larger stone bearing the coats-of-arms of the Penns and Baltimores. These stones were set up only as far west as Sidling Hill, one hundred and thirty miles west of the northeastern corner of Maryland. It was on account of the meager means of transportation beyond that point that the use of the stones were abandoned. At that point a large number of the stones were deposited to be set later, but many of them never were placed, and to this day some of the residents

of Fulton County, Pa., and Washington County, Md., will show the visitor some of these curious old stones. It has oftentimes been asserted that these stones were imported from England. While this may be true of a few of them they were mostly made in Philadelphia. From Sidling Hill to the top of the Alleghenies the line was marked by piles of stones six feet high, and beyond that point posts were planted and these were surrounded by piles of stones.

The work of running this famous line was continued until the second crossing of Dunkards Creek, less than thirty-six miles from the end of the specified five degrees westward from the Delaware, was reached, and here, on the banks of the Dunkards Creek at the "Werner Branch" of the great "Catara Trail," the surveyors were met by the chiefs and warriors of the Six Nations, who refused to permit them to proceed further, and so, after several days of disputing, the assembly broke up and the surveyors, not daring to cross the warpath of the savages, were compelled, when within sight of the end of their allotted work, to return over the mountains and to leave the completion of the famous line to other men and future days.

Thus at the Indian warpath, at the great "Catara Trail," the surveyors were forced to abandon their work and thus was left undecided the ownership of the ground to the west, and later arose the troubles between Pennsylvania and Virginia. The surveyors returned to Philadelphia and reported the facts and were discharged in December, 1767. Thus for a time ended the famous Mason and Dixon Line, and with it, too, ended the boundary dispute between Maryland and Pennsylvania. While Maryland's boundary was permanently fixed, Pennsylvania was not so fortunate, for the boundary disputes which before this time had sprung up with Virginia were far from being adjusted. In making the Mason and Dixon survey, Virginia had not been consulted, and some historians assert that the hostility of the Indians toward the surveyors was indirectly brought about by the Virginian authorities who saw that the line, if continued, would damage their claims to lands in the Upper Ohio Valley. Already the lilies of France had drooped in defeat before the Royal Cross of St. George and the last hope of the French for supremacy on the American continent had gone up with the smoke of the ashes which rose from the ruins of Fort

DuQuesne, and already the provinces of Pennsylvania and Virginia were reaching out for suzerainty in this region. The former province was most aggressive in its measures, but in spite of the armed hostility and bloodshed her claims proved abortive, and in later years the line was finally completed by a mutual agreement of the two states of the infant Republic.

The history of the boundary disputes between Pennsylvania and Virginia dates back to the year 1719. In that year the Ohio Company, composed of Virginia gentlemen and London merchants, among whom were Lawrence and Augustine Washington, half-brothers of George Washington, had been organized and had been granted by the Virginian government all the land lying between the Monongahela and Kanawha Rivers on the south side of the Ohio. Considerable of the land included in this grant was clearly within the charter limits of Pennsylvania, and Governor Hamilton at once called the attention of the Virginian authorities to the matter, and suggested to Thomas Lee, President of the Virginian Council, the advisability of having the line between the two provinces fixed by mutual agreement, but his suggestion did not meet with favor at the hands of Lee, who was directly interested in the Ohio Company, and nothing was done. The alarming encroachments of the French in 1752 awakened the liveliest solicitude on the part of the colonies, and the boundary dispute was for the time forgotten. The Pennsylvania authorities were not averse to the occupancy of the "Forks of the Ohio" by the Virginians, for they were assured by Dinwiddie that such occupation would not be used to prejudice their right to the region, a pledge which was later broken.

It was under the above promise that Captain Ward was sent with a small body of men to build a fort at the "Forks of the Ohio," immediately upon the return of young George Washington from his visit to the French forts on Lake Erie. However, before the stockade could be completed, Coneracour came down the Allegheny and the little party of Virginians were compelled to give up the unfinished redoubt and return through the wilderness to Virginia. The French immediately built Fort DuQuesne, and until forced by General Forbes to destroy the post in November, 1758, they held this key to the Ohio Valley, and during that time the two provinces, united against a common foe, found little time to indulge



in the existing animosities growing out of the boundary dispute. The opening of the year 1759 saw Fort Pitt rise from the ashes of the French Fort Duquesne and the English again in victorious possession of the Ohio Valley, and the boundary dispute broke out anew. As early as 1754 Governor Hamilton of Pennsylvania had sent out surveyors, and from their reports he became satisfied that the "Forks of the Ohio" were included within the charter limits of Pennsylvania. On writing to Governor Dinwiddie of the result of his investigation, the latter replied at length, and, among other things, said: "I am very much misinformed by our surveyors if the 'Forks of the Ohio' be within the limits of your province." This reply of Dinwiddie is the first recorded notice of the claims of Virginia to the region in dispute, and it may be regarded as the real beginning of that celebrated dispute which continued for more than thirty years before a final settlement was reached.

The claims of Virginia embraced all of the region west of the Laurel Hill range of the Alleghenies and south of the present city of Pittsburg, which section is now the greatest mining and manufacturing region in the world. Pennsylvania's claim to the region rested upon the charter grant of James the Second to William Penn, and his province was to extend five degrees westward from the Delaware. In 1754 Dinwiddie made certain grants to those who entered the military service of Virginia to serve in the first campaign over the mountains, which ended at Fort Necessity, where Washington sustained his first defeat and made his first and last surrender to an enemy; but these lands were never surveyed and but few of them were ever entered upon by the settlers. From the time the turbulent Guvashuta laid down the hatchet to Colonel Bouquet at Muskingum, in 1761, the year after the defeat of the hordes of Pontiac at Bushy Run, until after the treaty of Fort Stanwix, in 1768, no communication in reference to the boundary dispute passed between the authorities of the two provinces. During that time the Indians claimed the region in dispute between the two provinces. Virginia was no respecter of the claims of the Indians, while the Pennsylvanian authorities, true to the memory of the founder of the province, gave due consideration to the claims of the Indians, and it was not until the purchase of the region by the treaty of Fort Stanwix, in 1768,

that the Indian titles to the region became extinct and Pennsylvania opened the country for settlement. When the Pennsylvania settlers entered the disputed territory much confusion and trouble ensued, and by the year 1773 affairs reached a crisis. Lord Dunmore had now succeeded to the governorship of Virginia, and at once he threw himself into the controversy with great zeal, entirely ignoring the charter rights of Pennsylvania, and disregarding the promises of his predecessor.

In the fall of 1773 Dunmore himself appeared at Fort Pitt and appointed an agent in the person of Dr. John Connelly. This Connelly has been well styled the Benedict Arnold of Western Pennsylvania. He was well connected, being the half-brother of General James Ewing, a distinguished officer of the Revolution, and a nephew of Major George Crogan, the noted Indian guide and interpreter, and his wife was a daughter of Samuel Semple, Washington's host in Pittsburg in 1770. Connelly, before his defection, enjoyed the utmost confidence of Washington and of all the foremost men of Western Virginia and Western Pennsylvania. He had, after turning traitor, the secrets of Gage, Dunmore, Sir William Johnston and Sir Guy Carleton, and he corrupted Girty, McKee and Elliot, the noted renegades. In 1777 Connelly was arrested for his traitorous doings, and after having been condemned to death he escaped, and in 1782 directed an expedition against Fort Pitt and assisted in the burning of Hannastown. It is probable that no like example can be found in our history wherein so much that was promising in a man failed of fruition. He had ability, sagacity, influence, opportunity, but availed himself of none of these advantages. After his expatriation he lived on the bounty of the king. His last days were made miserable by disease and intemperance. Such was the man selected by Dunmore to uphold the authority and strengthen the power of Virginia in the Upper Ohio Valley.

In the performance of what he conceived to be his duty Connelly proved to be a not less zealous and probably a more unscrupulous partisan than was his master. From the time of his arrival at Fort Pitt until his forced departure at the opening of the Revolution he appears in an unenviable light as an active fomenter of ill-will and strife among the settlers. In the winter of 1773 he was arrested by Arthur St. Clair, a justice

of the Pennsylvania County of Westmoreland, and confined in the Hannastown jail. On his release he went to Virginia, and in April, 1774, he returned with an armed force and took possession of the courthouse at Hannastown. For some time the courts were under the control of Virginia, and later Fort Pitt was made the seat of justice as administered by Connelly in the name of the province of Virginia.

On January 31, 1774, Governor John Penn addressed a letter to Lord Dunmore in which he referred to the usurpations of Connelly. With the letter he sent copies of the Mason and Dixon and of the other surveys and a map of the region claimed by Pennsylvania. Dunmore was emphatic in his refusal to accept the map and surveys submitted by Penn on the grounds that the observations upon which they were founded had been made without the participation of his province. He also refused Penn's proposal to submit the dispute to commissioners or to the king, justified Connelly in all his acts and proceedings and demanded the dismissal of St. Clair. Penn's reply to this letter is dated March 31, 1774, and in it he again reviews the dispute, again asks for the appointment of commissioners and urges the speedy settlement of the trouble. Before this time, however, Penn had petitioned to the king for the appointment of a commission to settle the dispute; but, nothing coming of it and receiving no reply to his last letter to Dunmore, he appointed James Tilghman and Andreas Allen to treat with Dunmore in person and, if possible, reach some amicable settlement of the dispute. Their mission, however, was fruitless, for Dunmore would agree to nothing which would oblige him to surrender Fort Pitt.

To add to the hardships of the settlers of the western region, Indian wars broke out in the summer of 1774, having been precipitated by the encroachments of the whites. Dunmore at the head of an army took to the field in September, 1774, ostensibly for the purpose of suppressing the Indian troubles. But it was evident that it was more his purpose to bring the territory in dispute firmly under his suzerainty. In quelling the Indian troubles he was partially successful. He won the battle of Point Pleasant and later issued the orders for the treacherous murder of Cornstalk and other chiefs. But in spite of all his proclamations he was unable to bring the Upper Ohio Valley under the sway of Virginia. Fort

Pitt was early made the seat of the Virginian courts and at first the region was regarded as belonging to the County of Augusta, but later it was divided into three counties, Monongalia, Yohogania and Ohio, and these together made up the judicial district of Augusta. While the Virginian administration of justice was not of continuous duration that province maintained courts at irregular intervals from 1774 to 1781. But in spite of these attempts of the Virginian authorities to administer law and justice along the Monongahela a most chaotic state of affairs existed during the period of their occupancy.

The boundary dispute reached its climax in the fall of 1774, and it then seemed as if the two provinces would resort to arms to settle the dispute, and such would have undoubtedly been the case had affairs been permitted to run their ordinary course. In fact, one or two armed collisions actually occurred, but, luckily, far-reaching events were just then precipitated and ended the participation of the Royal Governor of Virginia and of the Proprietors of Pennsylvania in colonial affairs. The American Revolution was at hand, and while the people who were settled in the Upper Ohio Valley were partisans of either Pennsylvania or Virginia, as their interests may have influenced them, they were still sufficiently patriotic to unite as brothers and fight side by side for the just and holy cause of liberty, to survive or perish in the attempt to uphold against a common foe the cause of the United Colonies. On January 8, 1775, Dunmore wisely abandoned his place at Williamsburg and took refuge on board the British Man-of-War "Fowey," where he was soon afterward joined by Connelly, who was then engaged in planning an attack upon the Pennsylvania frontier. The disappearance of Dunmore and Connelly from the scenes of their activities at the outbreak of the Revolution left the unsettled boundary question to be determined after their departure by the two interested colonies which were so soon to be endowed with the dignity and honor of free and independent statehood. When the authorities of the two states came to consider the matter it is evident that a much better spirit was manifested.

The importance of an early settlement of the matter was early realized by both states, and in December, 1776, the Virginian legislature proposed, as an adjustment

of the dispute, that the western line of the State of Maryland should be extended northward to the fortieth parallel and thence westward along that parallel until the distance of five degrees from the Delaware should be reached. While this was a marked and generous recession from the demands of Dunmore no formal action was taken upon it by the Pennsylvania authorities. In 1778 a second proposition was made by Virginia and accepted by Pennsylvania. It provided for the appointment of a joint commission whose decision should be final, and the following year the commission was appointed. David Rittenhouse, John Ewing and George Bryan were appointed by Pennsylvania, and James Madison and Robert Andreas by Virginia, and the commission met at Baltimore on August 2, 1779, and remained in session until the 31st, on which day, after a full presentation of the claims of the two states, an agreement which practically settled the long-standing controversy and resulted in the completion of the Mason and Dixon Line.

The following are the words of the agreement:

"We, James Madison and Robert Andreas, commissioners for the state of Virginia, and David Rittenhouse and John Ewing, commissioners for the state of Pennsylvania, do hereby mutually and in behalf of our respective states ratify and confirm the following agreement, viz.: To extend Mason and Dixon's Line due west five degrees to be computed from the Delaware river, for the southern boundary of Pennsylvania, and that a meridian be drawn from the western extremity thereof to the northern limit of said state to be the western boundary of Pennsylvania forever."

(Signed)

JAMES MADISON.  
ROBERT ANDREAS.  
DAVID RITTENHOUSE.  
GEORGE BRYAN.  
JOHN EWING.

This agreement was ratified by the legislature of Virginia on June 23, 1780, and by the General Assembly of Pennsylvania on September 23 following. The legislative acts of both states provided for the appointment of a joint commission to survey and mark the boundary line, but owing to the invasion of Virginia by the British in 1781 the work was for a time delayed. Colonel Alexander McLean of Pennsylvania, and Joseph Neville of Virginia, were appointed to run the line and thus complete the work of Mason and Dixon. They commenced the work in the summer of 1782 and completed the Mason and Dixon Line in November of that year. It was not,

however, until 1784 that the work was verified by astronomical observation and the southwestern corner of Pennsylvania established. The real work of running the line completing the Mason and Dixon survey as well as the work of verifying the work was done by David Rittenhouse, a professor of mathematics in the University of Pennsylvania, who later became one of the most learned astronomers and mathematicians of his time and a recognized authority on both sides of the Atlantic.

The completed line was marked in 1784. One and five mile stones, similar to those used between Maryland and Pennsylvania, were used. In 1785 the meridian line marking the western boundary of Pennsylvania was determined and run to the Ohio, and the following year it was completed and from that time until this day it has remained unchanged, while the domain thus given to the Old Dominion has been apportioned among her offsprings.

A most troublesome question arising after the settlement of the long-standing dispute was that in regard to the titles of the settlers in the region, but it was finally agreed that where there were conflicting claims, preference should be given to the prior claim, and, to the honor of the courts of Pennsylvania, it may be remarked that in all cases tried before them involving a conflict of these titles, this compact between the two states has been held inviolate.

For over a half a century we hear no more of interest concerning the Mason and Dixon Line. In the year 1849 the governors of Pennsylvania, Maryland and Delaware appointed a joint commission to locate the cornerstone between the three states and to revise the Mason and Dixon survey. This commission was composed of J. P. Eyre of Pennsylvania, H. G. S. Key of Maryland, and G. B. Riddle of Delaware. The "Triangle," as the tongue of Pennsylvania's territory extending down between Maryland and Delaware is called, is indeed a topographical curiosity. It includes all the land north of the point of tangency of the north and south line, dividing the peninsula between the Delaware and Chesapeake Bays, with the New Castle circle, and was given to Pennsylvania when these lines were completed by Mason and Dixon. The "Triangle" at its northern part, the beginning of the Mason and Dixon Line, is 1,169 feet wide, and it extends southward about three and one-half miles, tapering to the point of

tangency. A most peculiar state of civil affairs exists in the land included in the "Triangle." While it is a portion of Chester County, Pa., Delaware has always exercised jurisdiction over it, and treats her boundary as extending to the northeast corner of Maryland. The land is taxed in Delaware, the inhabitants vote as citizens of that State, which exercises full judicial authority within the "Triangle." To add to the singularity of the existing conditions, Pennsylvania has never attempted to exercise authority over this part of her domain, and is perfectly satisfied with the present arrangement.

At the northeastern corner of Maryland Mason and Dixon set up the first of the large stones which marked their lines at intervals of five miles. The stone was accidentally broken, and the pieces were fastened together with leaden bands. During the Revolutionary War these bands were taken off by the patriots and cast into bullets which did good work at Brandywine. The upper part of the stone fell and was lost, and through time the lower part became covered over with earth. The spot where the stone was located is in a dark ravine, and for many years after the Revolution no traces of it could be found, but with the assistance of Col. J. D. Graham, of the United States Topographical Engineers, the commission located the spot whereon the missing stone had stood, and so correctly had been the work of Mason and Dixon that the workmen in sinking a hole to place the new stone found the long-buried portions of the stone which had been placed there by those surveyors nearly a century before.

The New Castle circle has always been

the source of confusion to those who have lived near it. To avoid this, acts were passed a few years ago by the legislatures of Pennsylvania and Delaware providing for the appointment of a joint commission to examine, survey and re-establish the line. The commissioners of Pennsylvania were Hon. Wayne McVeagh, Robert E. Monaghan and William H. Miller, and of Delaware Hon. Thos. F. Bayard, Hon. J. H. Hoffecker and Dr. B. S. Lewis. The work of this commission was completed in 1893. The survey was begun at the point of tangency of the north and south line with the circle and terminated at the Delaware. At the point of beginning, at the junction of the three states, a triangular monument which bears the initials of the three states and the names of the commissioners who re-fixed it. This initial monument is of Brandywine granite and the terminal one at the Delaware is of gneiss. The semicircle between these two points is marked by twenty-two mile and twenty-two half-mile stones.

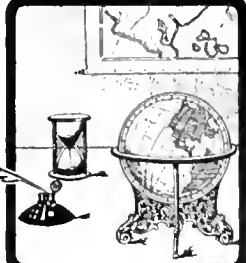
For many years there has been existent the popular error that this most famous of all American geographical lines was the dividing line between the free and the slaveholding states. Time and again it has been referred to as such by the speakers on the floors of Congress, but this is only a widespread and popular fallacy, for even in Pennsylvania and in other Northern States slavery once existed. Long before our nineteenth century crisis arose, the Mason and Dixon Line was a landmark of history, and even without the distinction it attained in war times and in the period immediately preceding it had well earned a right to be perpetuated to coming generations.





# Stub Ends of Thought

By ARTHUR G. LEWIS.



TRUE philanthropy should be measured, not by what we give, but by the amount of self-sacrifice attending it.

THE far-seeing, clear-visioned man of action is the bulwark of modern advancement.

TENDERNESS actuated by regret is generally applied more as a salve to our own wound, than anything else.

THE composite part of unjust and adverse criticism too frequently consists of envy, with ignorance as its residue.

CARELESSNESS is composed of about equal parts of indifference and neglect.

CHILD-LIFE innocence wields a greater influence than pulpit eloquence.

CONVENTIONAL considerations often gail and bind us, yet we yield without protest to its essential laws.

SORROW has but few companions; happiness is pregnant with friendship.

THE faith that others have in us inspires, to a large extent, the faith we have in ourselves.

FAILURE gets fearfully lonesome at times; success can choose its associates.

BRINGING sunshine into the lives of others drives away clouds from our own.

THE strength of confidence is best expressed by absolute silence regarding it.

WHERE there is one fool (unless he be a recluse) we will generally find an assemblage of idiots.

THE first duty of a religious man is his duty to his fellowman.

THERE is no permanent satisfaction in revenge, as to accomplish it we must take advantage of superior strength, wit or opportunity, either of which is unmanly and degrading.

IN the face of mothers whose children have died, there is a look of placid purity and resignation, bearing a semblance to what we deem divine.

## MOTHER.

BY ARTHUR G. LEWIS.

HER love stands separate and apart  
From every passion of the human heart,  
And without rival in affection's field  
The golden scepter of its influence wields.

Guardian she is of every homestead tie;  
Almost divine in her exalted sphere,  
Pointing with hope to better life on high,  
Bringing the brightest sunshine to us here.

## HUNTING AND FISHING RESORTS ON THE BALTIMORE &amp; OHIO RAILROAD.

Nearest Railroad Station on B. & O. R.	SHOOTING		FISHING					Hotel Rates, Per Day	Character of Country
	Kind of Game	Open Season Beginning	Name of Stream	Best Month for Fishing	Kind of Fish	Guide's Charges, Per Day	Live-ry Charges, Per Day		
Northern, Md.	Canvases, ducks, Red heads, Black heads, Woodcocks, Towhees and Wash Ducks.	Nov. to March.	Chesapeake Bay and tribu- taries.	5	Striped Bass, Perch and Pike.	\$10.00 incl. shoot- ing box	\$1.50	\$1.00	Open and wet.
Akron, Md.	Canvases, ducks, Red heads, Black heads, Teal, etc.	Nov. to March.	Portomac Creek.	1	Perch, Rock Bass, etc.		1 to 3.00	1.00	Open and wet.
Akron, O.	Canvases, ducks, Red heads, Black heads, Teal, etc.	Nov. to March.	Portomac Lake.	Close.	Bass and Perch.				Open.
Ashtabula, O.	Ducks and quail.	Nov. to Dec.	Reservoir.	Close.	Bass and Pike.				Open.
Bellton, W. Va.	Rabbits, Gray Squirrels and Red-bellies.	Nov. to Jan.	Fish Creek.	3	Bass and Small Fish.		2.00		Open, wooded, rocky and hilly.
Blacksville, W. Va.	Quail, Turkeys, Pheasants, quail, Woodcock, Rabbits, beaver.	Sept. to Dec.	Grant, Cogan, Sir John's Run and Cogan River.	2 to 12	Suckers, Eels, Catfish, Bass, Trout and Black Bass.	Moderate.	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Boyd's, Md.	Rabbits, Squirrels, Part idges, Pheasants and snipe.	Nov. and Dec.	Portomac.	9	Bass and Suckers.		2.50	1.00	Open and wooded.
Bradshaw, Md.	Superficial and Red rabbits.		Little Gunpowder and Marshes.	3	Woodcocks only.			Moderate.	
Cairo, W. Va.	Pheasants, quail, Squirrels, Rabbits.	Sept. to Nov.	North Fork, South Fork Hughes River.	6 to 12	Pike, Perch, Catfish, etc.		2.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Canterton, W. Va.	Rabbits and Birds.	Nov. to Jan.	Cedar Creek.	6	Black Bass and Suckers.	Moderate.	4.00	2.00	Wooded, rocky and hilly.
Cedar Creek, Va.	Partridges, Wild Turkeys, Pheasants, Wild Ducks, Squirrels.	Nov. and Dec.	Shenandoah River.	3	Black Bass, Catfish, Perch and Suckers.	1.50	1.50 to 3.00	1.00	Wooded, rocky, wet, dry and open.
Charlestown, W. Va.	Pheasants, Wild Ducks, Squirrels.	Full and Wild	Beaver Hole and Cheat River.	1	Perch, Salmon, Red Fins, Pike and Catfish.		2.00 to 3.00	1.00	Wooded, rocky and hilly.
Chert Haven, Pa.	Deer, Bear, Squirrels and Rabbits.	Oct. and Nov.	Elk Valley, Kanawha.	4 to 10	Bass and Trout.	1.00 to 2.00	3.00	1.50 to 2.00	Holling, dry and wooded.
Clarksburg, W. Va.	Deer, Bear, Squirrels and Rabbits.	Oct. and Nov.	Youghiogheny, Casselman and Laurel Hill Rivers.	Close.	Black Bass and Trout.		2.00 to 3.00	1.50 to 2.00	Wooded and hilly.
Confluence, Pa.	Pheasants and quail.	Oct. 1 to Nov. 15	Stony Creek.	2	Mountain Trout.				Wooded.
Cranbury, W. Va.	Wild Turkey, quail, Pheas- ant, Squirrels, and Small Game.	Oct. 1 to Nov. 15	Stony Creek.	1	Pike, Perch, Catfish, Gou- geons and Eels.	1.00			Wooded.
Cranston, Md.	Rabbits and Squirrels.	Nov. and Dec.	Stony Creek.	8 to 18	Bass and Suckers.	1.50 to 2.00	2.50 to 4.00		Open, wooded, rocky, hilly, and marshy.
Cumberland, Md.	Wild Turkeys, Pheasants, Rabbits and quail.	Oct. to Dec.	Patterson Creek.	5 to 7	Bass.	1.50	1.50 to 2.50	1.50	Various.
Danby, Md.	Rabbits, Squirrels, Turkeys, Pheasants and quail.	Nov. and Dec.	Monocacy and Potomac Riv- ers.	Close.	Trout.		2.00 to 3.00	1.00	Wooded and hilly.
Deer Park, Md.	Wild Turkey, quail, Pheas- ant, Squirrels and Small Game.	Oct. and Nov.	Deep Creek.	Close.	Bass.				Rocky.
Dundee, Pa.	Turkeys, Pheasants and Squirrels.	All the year	Yough River.	Close.	Perch and Carp.		2.50	1.50	Wooded and hilly.
Farmington, W. Va.	Squirrels, Rabbits and quail.	Oct. to Dec.	Delaware River.	Close.	Catfish, Sunfish, Perch.			Moderate.	Partially wooded, heavy with rocks.
Felsom, Pa.	Deer and Red Birds.		Monocacy River.	Close.	Bass and Carp.		3.00		Rolling.
Frederick Junction, Md.	Rabbits, Pheasants and Partridges.	Nov. and Dec.	Monocacy River.	Close.	Black Bass and Suckers.				Mostly woods, hilly.
French's, W. Va.	Deer, Squirrels, Rabbits, Turkeys, Pheasants and quail.	Nov. to Jan.	South Branch.	1 to 40	Trout and Bass.		2.00 to 3.00	1.00	Rocky and hilly.
Garnett, Pa.	Squirrels, quail, Turkey Turkey.	Full	Willis Creek.	Close.	Black Bass.		2.00 to 3.00	75c.	Open, wooded, hilly, dry
Glencoe, Pa.	Wild Turkeys and Deer.	Oct. to Dec.	Potomac and Cacapon Riv- ers.	5 to 6	Black Bass.		3.00	1.00 to 2.00	Wooded and hilly, dry
Great Cacapon, W. Va.	Wild Turkeys and Deer.	Nov. and Dec.	Potomac River.	6 to 10	Black Bass.		2.00 to 2.50	1.00 to 2.50	Open.
Hagerstown, Md.	Deer, Bear, Squirrels and Rabbits.	Nov. and Dec.	Potomac River.	Close.	Black Bass.		2.00 to 2.50	1.50 to 2.00	Hilly and dry.
Hancock, Md.	Deer, Bear, Squirrels and Rabbits.	Nov. and Dec.	Potomac River.	Close.	Black Bass.		2.00 to 2.50	1.50 to 2.00	Hilly and dry.
Harper's Ferry, W. Va.	Pheasants, Partridges, quail, Squirrels, Rabbits and quail.	Sept. 15 to Jan. 1	Shenandoah and Potomac Rivers.	3	Black Bass and Carp.	2.00	2.00 to 4.00	2.00	Open and wooded, rocky and hilly.
Havre de Grace, Md.	Wild Turkeys, Rabbits and quail.	Nov. to March.	Susquehanna River.	Close.	Black Bass, Rock, White and Yellow Perch.		3.00 and 5.00	2.00	All kinds.
Keyser, W. Va.	Deer and Wild Turkeys.	Sept. to Jan.	Mountain Streams.	15 to 30	Black Bass and Mountain Trout.		3.00 to 5.00		Mountains.
Kennett, Md.	Deer and Wild Turkeys.	Sept. to Jan.	Potomac River.	Close.	Bass.	1.00	2.00 to 3.00	2.00	Mountains.

[illegible]

\* Where no rates are given, professional guides cannot be obtained. † Direct rail connection to Camden-on-Avauley.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD		No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV WASHINGTON	7.05	8.30	9.00	10.00	12.30	3.00	4.00	6.05	8.00	11.30	3.00	
LV BALTIMORE, CAMDEN STATION	7.55	9.19	9.52	10.50	1.20	3.49	4.48	6.00	9.00	12.39	3.51	
LV BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.25	3.53	4.52	6.05	9.05	12.44	3.55	
AR PHILADELPHIA	10.15	11.27	12.11	12.53	3.29	5.51	7.00	8.19	11.40	3.10	6.00	
AR NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	6.00	8.00	9.25	10.40	3.20	5.52	8.30	
AR NEW YORK, WHITEHALL TERMINAL	12.40	1.45	2.35	3.05	6.05	8.05	9.30	10.50	-----	-----	8.35	
		PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD		No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 EX. SUN 5 HOUR	No. 507 DAILY	No. 535 EX. SUN	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
		NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL	12.10	7.55	9.55	11.25	12.55	1.25	3.35	4.55	6.55	12.10	
LV NEW YORK, LIBERTY STREET	12.15	8.00	10.00	11.30	1.00	1.30	3.40	5.00	7.00	12.15	
LV PHILADELPHIA	7.30	10.26	12.20	1.37	3.08	4.17	5.48	7.26	9.38	3.35	
AR BALTIMORE, MT. ROYAL STATION	9.31	12.41	2.26	3.36	5.06	6.51	7.46	9.32	11.46	6.05	
AR BALTIMORE, CAMDEN STATION	9.35	12.45	2.30	3.40	5.10	6.55	7.50	9.36	11.50	6.10	
AR WASHINGTON	10.35	1.40	3.30	4.30	6.10	7.50	8.40	10.35	12.50	7.30	
		AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

*Pullman Cars on all trains.*

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD		No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL	9.55 AM	12.55 PM	N 1.25 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----	-----
LV NEW YORK, LIBERTY STREET	10.00 AM	1.00 PM	N 1.30 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----	-----
LV PHILADELPHIA	12.20 PM	3.08 PM	N 4.17 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----	-----
LV BALTIMORE, MT. ROYAL STATION	2.25 PM	5.06 PM	6.51 PM	11.46 PM	9.31 AM	8.50 AM	11.46 PM	-----	-----
LV BALTIMORE, CAMDEN STATION	2.40 PM	5.20 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----	-----
LV WASHINGTON	3.45 PM	6.20 PM	8.30 PM	1.10 AM	10.45 AM	10.05 AM	1.00 AM	-----	-----
AR PITTSBURG	-----	-----	8.10 AM	-----	7.40 PM	-----	9.15 AM	LV 3.30 PM	-----
AR CLEVELAND	-----	-----	10.45 AM	-----	-----	-----	-----	9.35 PM	-----
AR WHEELING	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM	-----
AR COLUMBUS	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM	-----
AR TOLEDO	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR CHICAGO	5.55 PM	7.30 PM	-----	7.23 AM	9.30 AM	12.00 PM	-----	5.50 AM	-----
AR CINCINNATI	8.00 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----	-----
AR INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----	-----
AR LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----	-----
AR ST. LOUIS	5.50 PM	-----	-----	7.23 AM	-----	1.30 PM	-----	-----	-----
AR CHATTANOOGA	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----	-----
AR MEMPHIS	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----	-----
AR NEW ORLEANS	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----	-----

*Through Pullman Sleepers to all points. On Sunday connection is made by Train No. 507.*

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD		No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIMITED DAILY	No. 46 EXPRESS DAILY	No. 14 & 46 EXPRESS DAILY
LV CHICAGO	+ 8.30 AM	2.45 AM	3.30 PM	10.10 AM	-----	-----	8.00 PM	7.00 PM	-----
LV TOLEDO	-----	-----	-----	7.15 PM	-----	-----	-----	-----	-----
LV COLUMBUS	-----	-----	-----	12.20 PM	-----	-----	-----	-----	-----
LV WHEELING	-----	-----	-----	-----	3.00 PM	-----	-----	-----	-----
LV CLEVELAND	-----	-----	11.30 PM	-----	8.00 AM	6.30 PM	1.20 PM	-----	-----
LV PITTSBURG	-----	-----	-----	-----	9.45 PM	-----	-----	-----	-----
LV ST. LOUIS	* 8.40 AM	2.05 AM	-----	-----	-----	8.05 PM	-----	-----	-----
LV LOUISVILLE	2.00 PM	8.05 AM	-----	-----	-----	2.30 AM	-----	-----	-----
LV INDIANAPOLIS	+ 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----	-----
LV CINCINNATI	* 6.10 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----	-----
LV NEW ORLEANS	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----	-----
LV MEMPHIS	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----	-----
LV CHATTANOOGA	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----	-----
AR WASHINGTON	12.20 PM	6.41 AM	4.50 PM	12.05 PM	6.55 AM	2.46 PM	11.05 PM	11.05 PM	-----
AR BALTIMORE, CAMDEN STATION	1.15 PM	7.50 AM	5.53 PM	1.15 PM	7.50 AM	3.47 PM	12.25 AM	12.25 AM	-----
AR BALTIMORE, MT. ROYAL STATION	1.25 PM	8.00 AM	5.05 PM	1.25 PM	8.00 AM	3.55 PM	12.44 AM	12.44 AM	-----
AR PHILADELPHIA	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 PM	3.10 AM	3.10 AM	-----
AR NEW YORK, LIBERTY STREET	6.00 PM	12.35 PM	10.40 PM	6.00 PM	12.35 PM	8.30 PM	5.52 AM	5.52 AM	-----
AR NEW YORK, WHITEHALL TERMINAL	6.05 PM	12.40 PM	10.50 PM	6.05 PM	12.40 PM	8.35 PM	-----	-----	-----

*Through Pullman Sleepers from all points. \* Daily. + Daily, except Sunday*



## THROUGH PULLMAN PALACE CAR SERVICE.

### UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

#### EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
**No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 536.** Buffet Parlor Car Washington to New York.  
**No. 522.** Parlor Car, Dining Car, table d'hôte, Baltimore to New York.  
**No. 528.** **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Washington to New York. No extra fare other than regular Pullman charge.  
**No. 536.** Buffet Parlor Car Washington to New York.  
**No. 506.** Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York.

#### WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
**No. 517.** Buffet Parlor Car New York to Washington.  
**No. 501.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
**No. 527. Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 507.** Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.  
**No. 535.** Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.  
**No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
**No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 503.** Buffet Drawing Room Car New York to Washington.  
**No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

#### WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.  
**No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Beulah. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
**No. 9.** Drawing Room Sleeping Car Baltimore to Cleveland and Sleeping Car Baltimore to Pittsburg. Dining Car Philadelphia to Washington and Pittsburg to Youngstown.  
**No. 3.** Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper; Dining Cars serve balance of meals.  
**No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.  
**No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
**No. 47.** Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago. Sleeping Car Pittsburg to Cleveland. Dining Car Pittsburg to Youngstown.  
**No. 55.** Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

#### EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
**No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.  
**No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor cars Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Sleeping Car Cleveland to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
**No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
**No. 10.** Sleeping Cars Pittsburg to Baltimore and Drawing Room Sleeping Car Cleveland to Baltimore. Dining Car Youngstown to Pittsburg and Washington to Philadelphia.  
**No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.  
**No. 46.** Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg. Dining Car Youngstown to Pittsburg.  
**Nos. 14 and 46.** Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

## THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and  
Connecting Lines may be had at the Offices of the Company, as follows:

**BALTIMORE**, Camden Station, E. R. JONES, Ticket Agent—Mt. Royal Station, CHAS. COCKEY, Ticket Agent—Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent, B. & O. S. W., Division Passenger Agent.

**BELLAIRE, OHIO**, J. T. LANE, Traveling Passenger Agent.

**BOSTON**, 211 Washington Street, J. P. TAGGART, New England Passenger Agent, F. F. BAILEY, Ticket Agent.

**BROOKLYN, N. Y.**, 339 Fulton Street, T. H. HENDRICKSON, Ticket Agent.

**CHESTER, PA.**, A. M. D. MULLINIX, Passenger and Ticket Agent.

**CHICAGO**, 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, General Agent, H. W. McKELVIN, City Ticket Agent, General Passenger Office, Merchants' Loan & Trust Bldg., H. G. WINES, Ticket Agent—Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent—Auditorium Annex, 231 Michigan Avenue, F. T. SCOTT, Ticket Agent.

**CHILLICOTHE, OHIO**, J. H. LARREY, Traveling Passenger Agent, B. & O. S. W.

**CINCINNATI**, 14th and Vine Streets, J. B. SCOTT, District Passenger Agent, B. & O. S. W.—C. H. WISEMAN, City Ticket Agent, B. & O. S. W.—Central Union Station, ORIN B. MCCARTY, Passenger Agent, B. & O. S. W., E. REISING, Station Passenger Agent, WM. BROWN, Depot Ticket Agent.

**CITY OF MEXICO, MEX.**, D. BASKHARDT, Agents General, B. & O. S. W.—R. R. Apartado 210.

**CLEVELAND, OHIO**, 21 Superior Street, G. W. SQUIRE, Passenger and Ticket Agent, J. F. GALBREATH, General Agent.

**COLUMBUS, OHIO**, No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMMAGE, Ticket Agent—Union Depot, F. PAGE, Ticket Agent.

**COVINGTON, KY.**, 442 Scott Street, G. M. ARBOTT, Ticket Agent.

**DALLAS, TEXAS**, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S. W.

**DENVER, COLO.**, S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S. W.

**HARPER'S FERRY, W. VA.**, C. E. DEPTOW, Traveling Passenger Agent.

**KANSAS CITY, MO.**, Box 24, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S. W.

**LOUISVILLE, KY.**, 14th and Main Streets, R. S. BROWN, District Passenger Agent, B. & O. S. W., J. G. ELGIN, City Passenger Agent, B. & O. S. W., W. F. PROSSER, Traveling Passenger Agent, B. & O. S. W., J. H. DORSEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 7th Street Station.

**NEWARK, N. J.**, 182 Market Street, F. T. FEAREY, Ticket Agent.

**NEWARK, OHIO**, F. C. BARTOLOMEW, Ticket Agent, F. P. COFFIN, Traveling Passenger Agent.

**NEW YORK**, 43 Broadway, LYMAN McCARTY, Assistant General Passenger Agent, C. B. JONES, Ticket Agent—430 Broadway, H. B. FAROE, Ticket Agent—251 Broadway, PHOS. COOK & SONS, Ticket Agents—113 Broadway, HENRY GAZE & SONS, Ticket Agents—25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents—391 Grand Street, HYMAN WERNER, Ticket Agent, Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. Y.

**NORFOLK, VA.**, 161 Main Street, ARTHUR G. LEWIS, Southern Passenger Agent, W. C. YOUNG, Ticket Agent.

**OMAHA, NEB.**, 704 1/2 First National Bank Building, J. C. BURRITT, Traveling Passenger Agent.

**PARKERSBURG, W. VA.**, A. J. SMITH, Traveling Passenger Agent.

**PHILADELPHIA**, 331 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent, N. E. Cor. 13th and Chestnut Streets, C. E. WALLERS, Ticket Agent—405 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents—392 Market Street, UNION TRANSFER CO., Ticket Agents—609 South 3d Street and 1209 North 2d Street, M. ROSENBAUM, Ticket Agent—Station, Cor. 23rd and Chestnut Streets, W. W. BAILEY, Ticket Agent.

**PITTSBURG**, Cor. 5th Avenue and Wood Street, F. D. SMITH, Division Passenger Agent, F. D. STEINMAN, City Ticket Agent—740 Smithfield Street, J. V. MCCORMICK, Ticket Agent—Station, Cor. Smithfield and Water Streets, S. J. HUTCHINSON, Ticket Agent.

**SAN FRANCISCO, CAL.**, Room 1, Hobart Building, PETER HARVEY, General Agent.

**SPRINGFIELD, ILL.**, N. J. NEER, Division Passenger Agent, B. & O. S. W., F. B. JOHNSTON, Traveling Passenger Agent, B. & O. S. W.

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**ST. PAUL, MINN.**, R. C. HAYES, Northwestern Traveling Passenger Agent.

**TIFFIN, OHIO**, A. J. BELL, Ticket Agent.

**VINCENNES, IND.**, G. M. FAYLOR, Traveling Passenger Agent, B. & O. S. W.

**WASHINGTON, D. C.**, 705 1/2 5th Street, N. W. Cor. New York Avenue, S. R. HIGG, General Agent, H. P. MEHRTEL, Ticket Agent—649 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent—Station, New Jersey Avenue and C Street, J. LEWIS, JR., Ticket Agent.

**WHEELING, W. VA.**, B. & O. Station, F. C. BURKE, Passenger Agent.

**WILMINGTON, DEL.**, Delaware Avenue Station, H. A. MILLER, Passenger and Ticket Agent—Market Street Station, J. E. HITCH, Ticket Agent.

**WINCHESTER, VA.**, I. R. PATTON, Ticket Agent.

**ZANESVILLE, OHIO**, JAS. P. LEE, Ticket Agent.

**EUROPEAN AGENTS**, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

O. P. MCCARTY, General Passenger Agent,  
Baltimore & Ohio S. W. R. R., Cincinnati, O.

B. N. AUSTIN, General Passenger Agent,  
Baltimore & Ohio R. R., Chicago.

C. W. BASSETT, General Passenger Agent,  
Pittsburg & Western R. y., Pittsburg, Pa.

D. B. MARTIN, Manager Passenger Traffic,  
Baltimore & Ohio R. R., Baltimore.

Resolution adopted by  
The Wholesale Merchants Board,  
November 1, 1901.

Resolved; That the Wholesale Merchants Board of The Cleveland Chamber of Commerce do tender their united and most cordial thanks to the management of the Baltimore & Ohio Railroad Company for the opportunity which they have enjoyed of making their tenth trade extension excursion over the system.

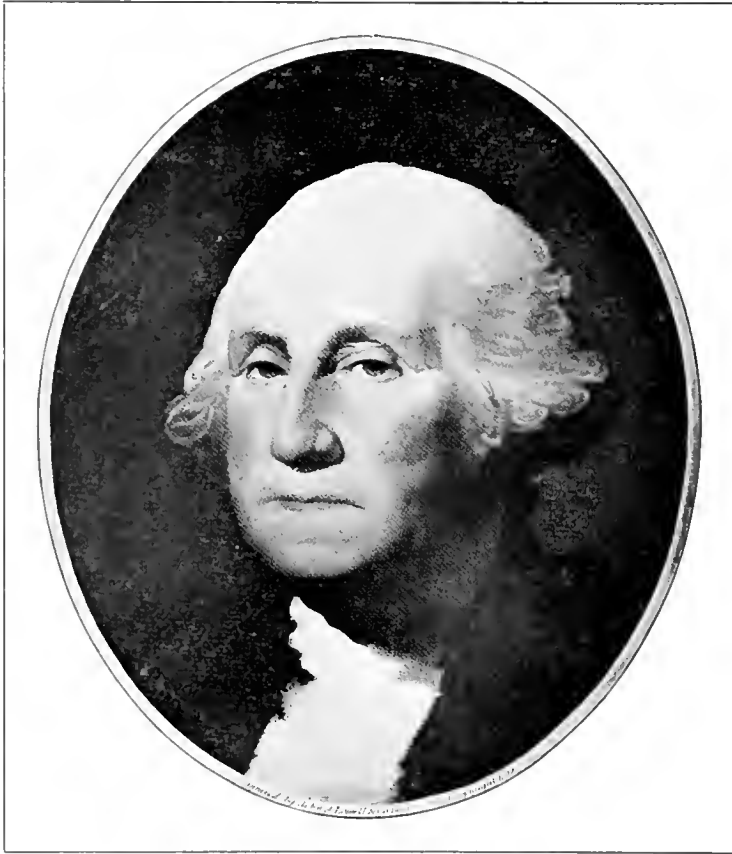
The excursion has been one of the most successful of the series and in point of equipment, running time and general facilities furnished by the courteous officials of the line has been everything that could be desired.

Our thanks are especially due to Mr. J. E. Galbraith, General Agent of the Baltimore & Ohio Railroad system, who has been with us through the entire trip, and to whom we are indebted for much of the comfort, safety and convenience enjoyed during the four days we have been out.

We shall always look back to our trip over the Baltimore & Ohio Railroad with feelings of the greatest pleasure.

Munson A. Harris,  
Secretary.

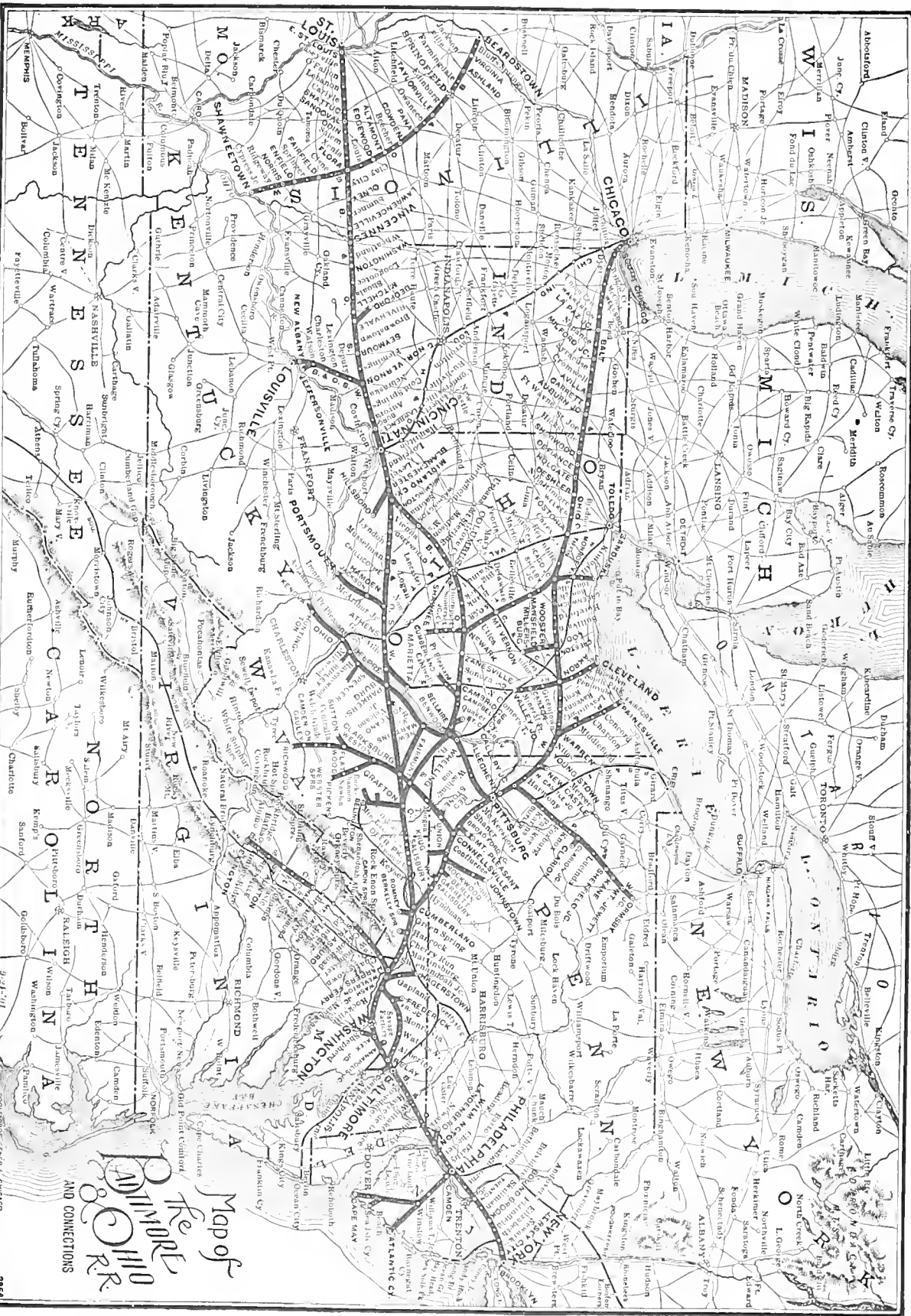
# GUIDE TO WASHINGTON



A MOST beautiful, artistic and practical "Guide to Washington," fully illustrated, published by the Passenger Department of the Baltimore & Ohio Railroad, can be obtained from principal Ticket Agents for ten (10) cents, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

**D. B. MARTIN,**  
Manager Passenger Traffic,  
Baltimore & Ohio Railroad, Baltimore, Md.

**B. N. AUSTIN,**  
General Passenger Agent,  
Baltimore & Ohio Railroad, Chicago, Ill.



Map of  
the  
United States  
and Connections  
1904

9-21-101

# Baltimore



# Ohio

# R.R.

## EAST AND WEST



### CALENDAR - 1901



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
6	7	8	9	10	11	12	3	4	5	6	7	8	9	3	4	5	6	7	8	9	7	8	9	10	11	12	13
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16	14	15	16	17	18	19	20
20	21	22	23	24	25	26	17	18	19	20	21	22	23	17	18	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31			24	25	26	27	28			24	25	26	27	28	29	30	28	29	30				
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	1	2	3	4	5	6	7	4	5	6	7	8	9	10
12	13	14	15	16	17	18	9	10	11	12	13	14	15	7	8	9	10	11	12	13	11	12	13	14	15	16	17
19	20	21	22	23	24	25	16	17	18	19	20	21	22	14	15	16	17	18	19	20	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29	21	22	23	24	25	26	27	25	26	27	28	29	30	31
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9	1	2	3	4	5	6	7
8	9	10	11	12	13	14	13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
15	16	17	18	19	20	21	20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
22	23	24	25	26	27	28	27	28	29	30	31			24	25	26	27	28	29	30	29	30	31				

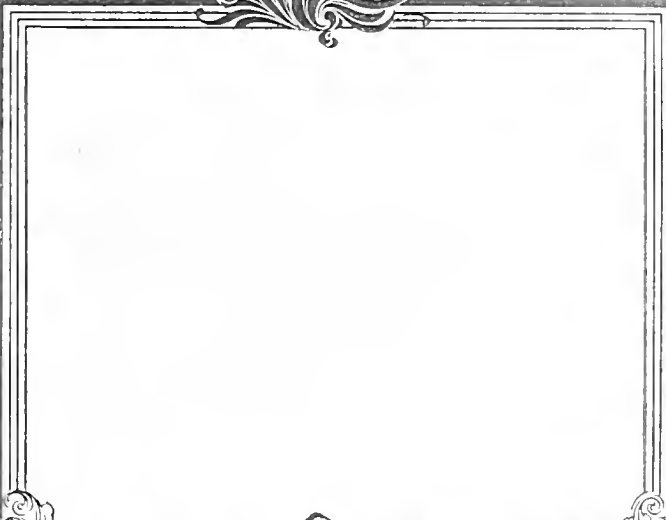

## ROYAL BLUE TRAINS

D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

B.N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

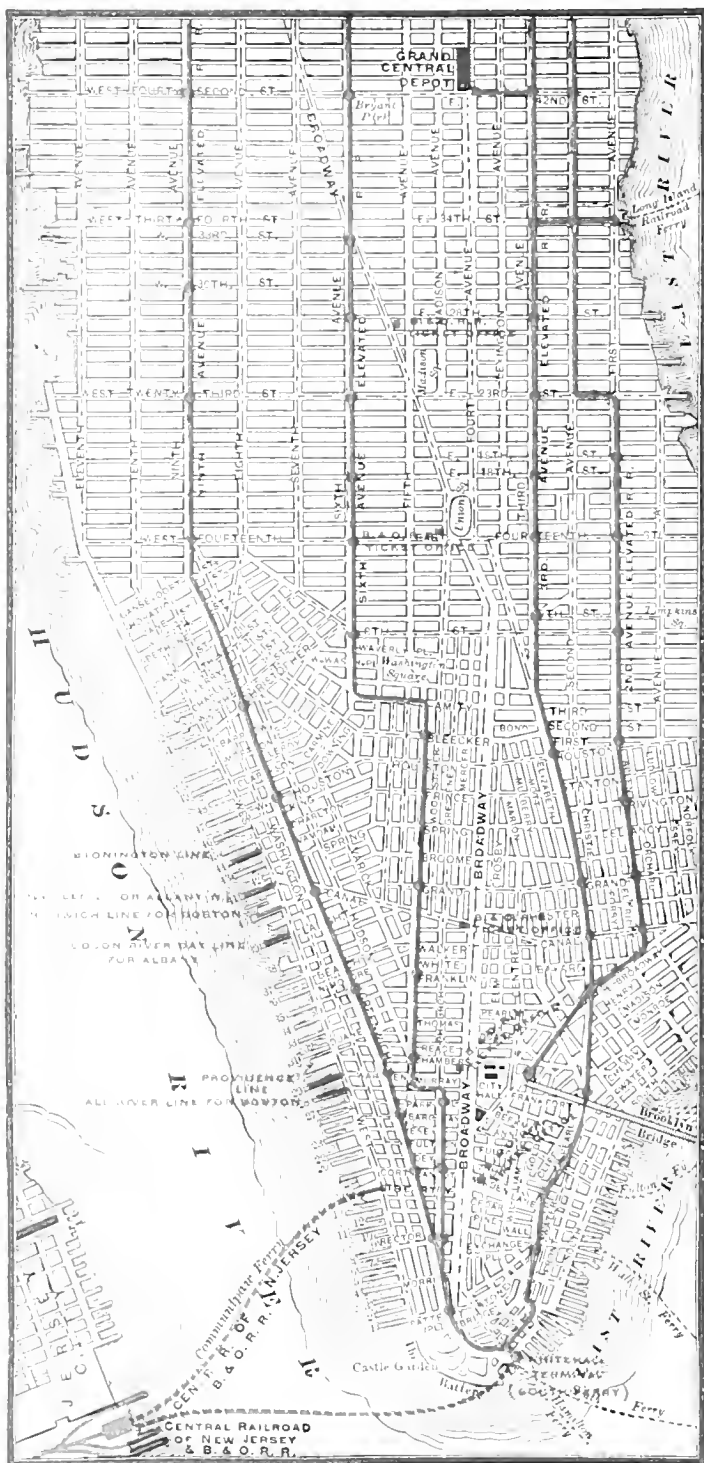
BOOK OF THE

# ROYAL BLUE





# South Ferry Whitehall Terminal

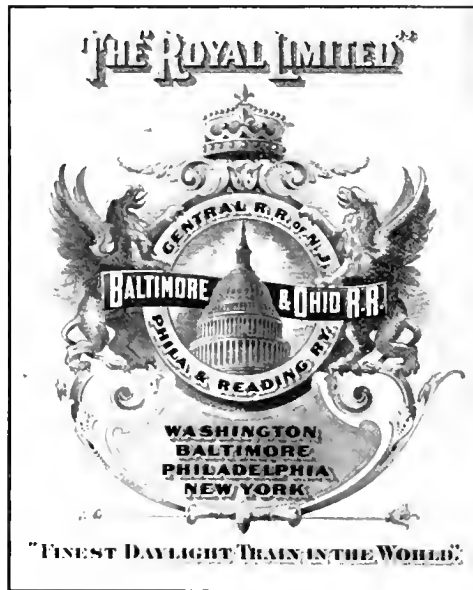


Most Convenient Entrance to  
**Greater New York**

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.



# The "Royal Limited"



**Exclusively Pullman Train, vestibuled throughout  
with Buffet Smoking, Parlor and Observation Cars  
Unexcelled Dining and Cafe Car Service**

## THE BALTIMORE & OHIO TOUR DEPARTMENT.

### THE OBJECT.



to furnish travelers with reliable information concerning the various cities and places of interest, and provide tickets covering, in addition to transportation, the details incidental to a trip, at the best prices obtainable under the most favorable circumstances.

### THE FACILITIES.

Patrons of this department secure at the outset the advantages of a complete mammoth organization regularly engaged in the transportation of passengers on a gigantic scale, and whose services—being incidental to its regular business—are obtainable without any expense whatever to the purchaser.

On the contrary, the very magnitude of its operations enable it to provide its patrons with unquestionable accommodations at the minimum charges, at all times, for the grade desired—prices which are rarely to be had by individuals arranging for themselves.



### THE ADVANTAGES TO PATRONS.

Those who patronize this department do so with the consciousness of dealing with a responsible corporation for transportation, hotel accommodations, etc., extending over regions with which they have little or no acquaintance.

The coupons calling for incidentals of a tour are accepted with the same degree of confidence as are those covering the transportation.

### WHAT THE PATRONS WANT.

People wish to know to a closely approximate figure what a tour will cost. The uncertainty as to the total outlay is often the cause of putting off from time to time the gratifying of a long-cherished desire.

Every day experience in this department teaches that, with this uncertainty removed; with the lump sum necessary ascertained; with the endorsement by the Baltimore & Ohio Railroad of hotels in (to the purchasers) strange and distant places; with the self-accepted fact that, as a matter of course, the figures covering incidentals



LIBERTY STATUE.



SOUTH TERMINAL STATION, BOSTON.



CAPITOL OF THE UNITED STATES

are reasonable, even more so than a stranger could probably secure; the sales of complete tickets grows rapidly.

The workings of the "*all-expenses-included*" plan disclose that it is not so much the actual sum as the uncertainty of cost which has discouraged the inexperienced traveler.

To women traveling alone this department is invaluable.

To those destined to places they have never before visited, the service is a complete success. This is manifested by the many voluntary testimonials of transient tourists, and also the continued patronage of those who travel by this plan for business as well as pleasure trips.

### WHAT THE BUREAU DOES.

Individuals having plans for tours matured will be quoted, free of charge, rates covering all expenses, and furnished with such complete guiding directions as will place them on a parity with the most experienced travelers.

Parties having in mind tours but partly worked out may have, without charge, the services of the bureau in perfecting the same.

From time to time this bureau is called on to get up parties to be escorted by its experienced conductors. These organizations have advantages which appeal to a very large proportion of tourists. Not the least of these is the reduction in cost caused by the application of the "wholesale" principle each member securing the benefit arising from the large transaction.

With the conductor in constant attendance, all anxiety as to baggage, sleeping cars, transfers, hotel accommodations, meals en route, etc., is dispelled, and the maximum opportunity and most practical use of every minute assured.

These organized parties, having for their principal object the saving in money, time, etc., are open to those similarly inclined, and it is frequently possible to find, by applying to officers named below, just about the thing desired.

### THE ROYAL BLUE LINE TOURS.

PERSONALLY CONDUCTED.

These are popular outings, already arranged for, at the proper times of year for the localities to be visited.

The outlay of time and money is reduced to the minimum by the selection of the most expeditious trains, and careful

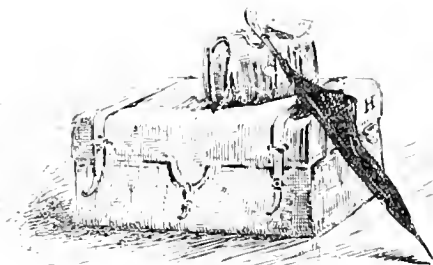


THE WHITE HOUSE.

allotment of daylight and evening hours for the sight-seeing.

Cars, trains, meals en route, carriage rides, rooms at hotels, and all things possible of prearrangement, are in perfect sequence, and a representative of the department accompanies the party to see to the proper carrying out of the plans and to give necessary attention in connection with the representatives local to each stopping-place in providing against the unexpected.

These personally conducted tour rates cover all expenses as per the published itineraries, which may be had by writing, or personal application, to the agencies named on following page.



# CONGRESS IN SESSION

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**Boston, New York and Philadelphia**

TO

## WASHINGTON

LEAVING BOSTON

January . . . 17, 1902	April . . . 11, 1902
February . . . 28, 1902	*April . . . 23, 1902
March . . . 14, 1902	*May . . . 9, 1902
March . . . 28, 1902	*October . . . 23, 1902

**\$25**  
Boston

**\$18**  
New York

**\$15**  
Philadelphia

COVERS EVERY EXPENSE. EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING . . . . .

\*On account of the usual advance in rates by the Fall River Line on May 1st, price of tickets from Boston for the tour of April 23th, will be \$26, and for the tours of May 9th and October 23d, will be \$27.

## Royal Blue Line

### POPULAR.... THREE DAY TOURS

FROM

**NEW YORK and PHILADELPHIA**

AND INTERMEDIATE POINTS TO

## Washington

PERSONALLY CONDUCTED  
ALL EXPENSES INCLUDED

**\$12 From NEW YORK**  
**\$9 From PHILADELPHIA**

December . . . 26, 1901	March . . . 24, 1902
January . . . 16, 1902	April . . . 10, 1902
February . . . 20, 1902	April . . . 24, 1902
March . . . 13, 1902	May . . . 8, 1902

COVERS EVERY EXPENSE INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**New York and Philadelphia**

TO

**Washington  
Richmond  
The James River  
AND  
Old Point Comfort**

ON SATURDAYS

January . . . 18, 1902	April . . . 12, 1902
March . . . 1, 1902	April . . . 26, 1902
March . . . 15, 1902	May . . . 10, 1902
March . . . 29, 1902	

LEAVE BOSTON ON FRIDAYS PRECEING

**.. Details to be Announced ..**

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED TO THE

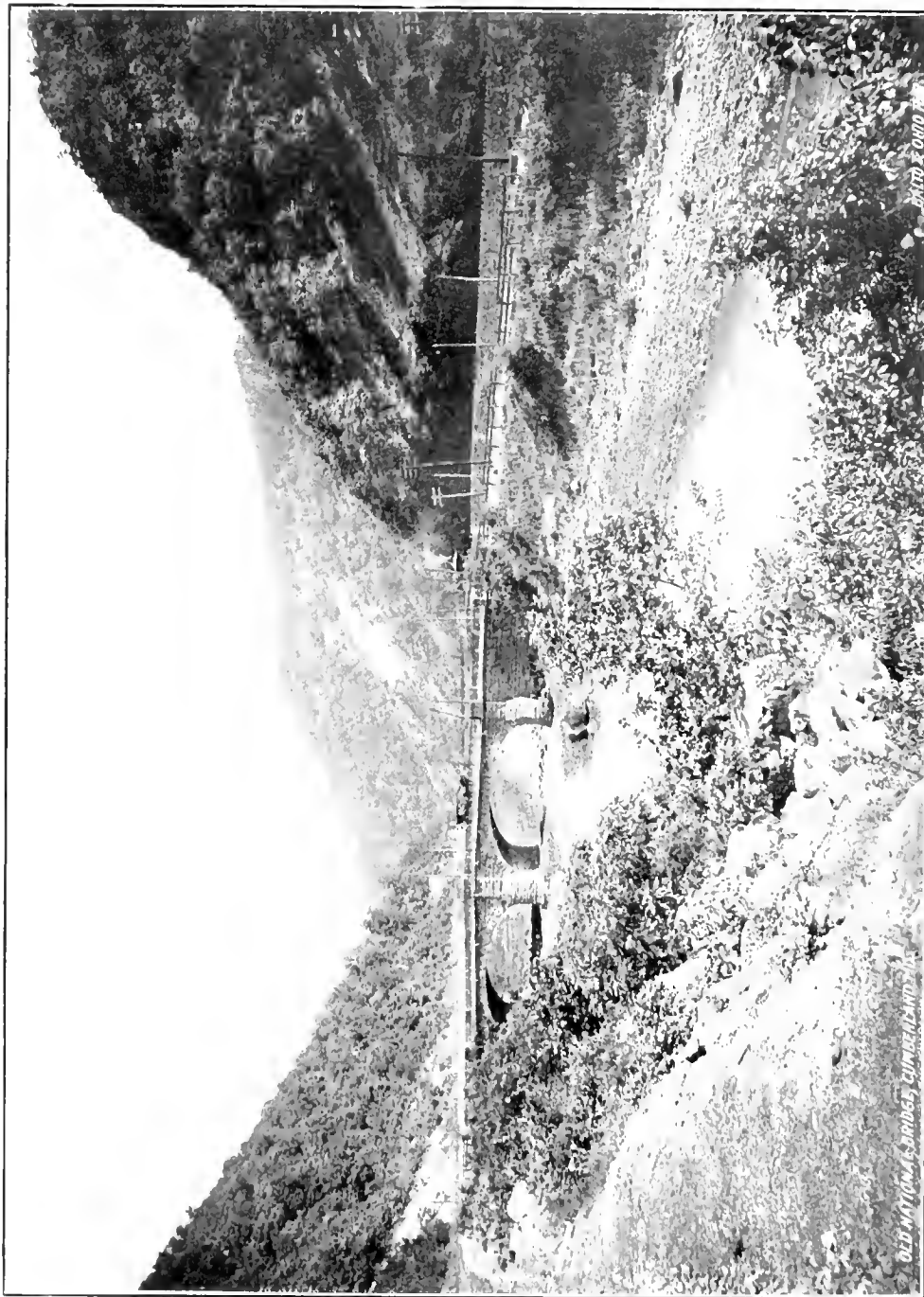
**Battlefield of Gettysburg  
and Washington**

FROM BOSTON MONDAY, MAY 26, AND  
FRIDAY, SEPTEMBER 12, 1902  
FROM NEW YORK AND PHILADELPHIA  
TUESDAY, MAY 27, AND SATURDAY,  
SEPTEMBER 13, 1902

**\$32 From BOSTON . . .**  
EXCEPT SUPPER ON FALL RIVER STEAMER  
**\$22 From NEW YORK .**  
**\$19 From PHILADELPHIA**

COVERS EVERY EXPENSE INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, HOTEL ACCOMMODATIONS, CARRIAGE DRIVES, ETC.

For tickets and booklet containing full information call at Royal Blue Line Ticket Agencies, No. 211 Washington Street, Boston, Mass.; 434 and 1300 Broadway, New York City, and 834 Chestnut Street, Philadelphia.



OLD NATIONAL BRIDGE, CUMBERLAND, MD., ON BALTIMORE & OHIO RAILROAD

# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, JANUARY, 1902.

No. 4.

1901-1902.

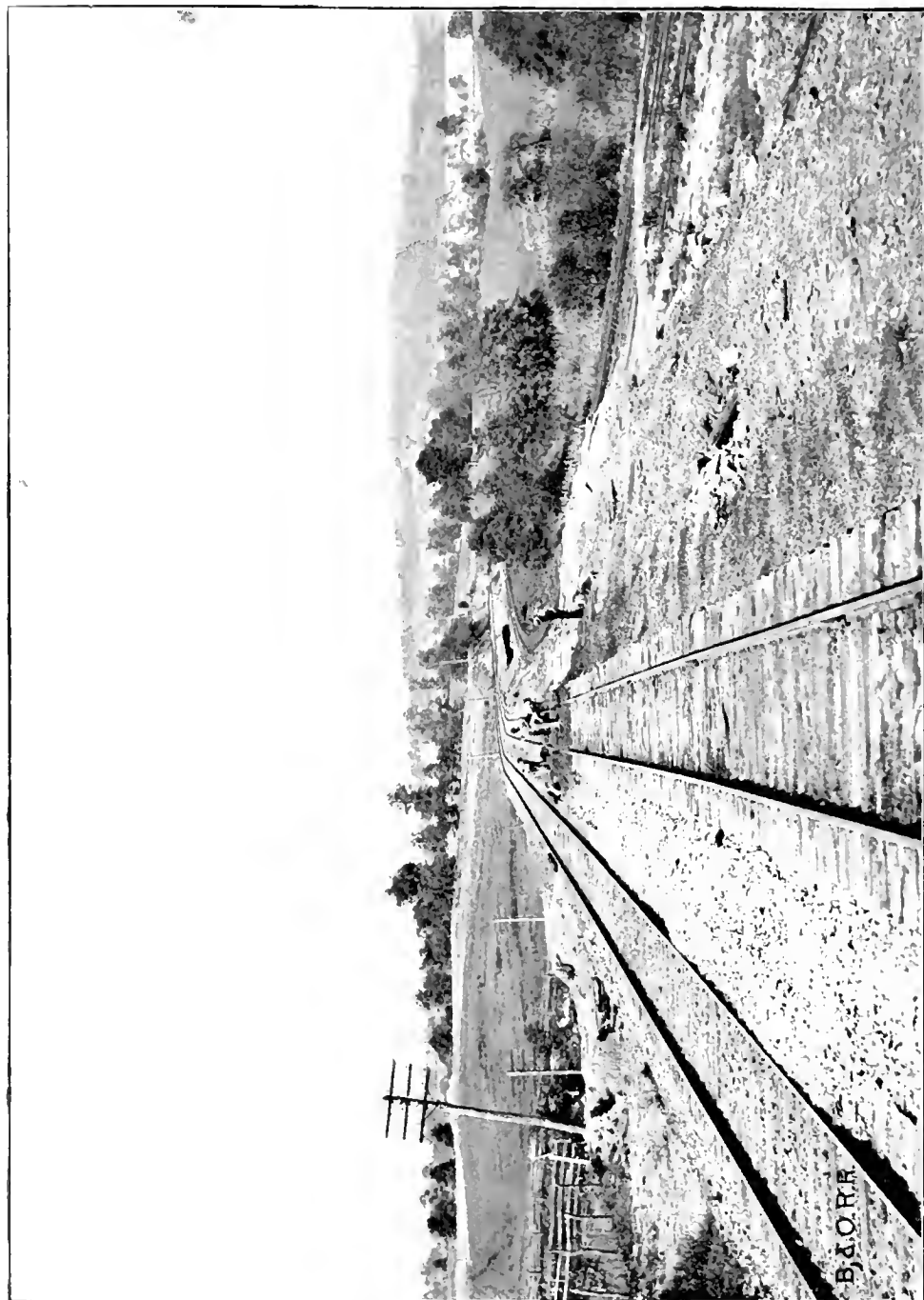
THE first year of the new century has closed auspiciously. Its 365 days were full of intensity in the business world.

Never in history were such gigantic amalgamations of capital effected; the tendency of the times being toward a "community of interest" plan among all great corporations of like character, in order to accomplish the greatest results at the least expenditure. There were formed iron and steel trusts, dry goods combinations, railroad consolidations, etc., thus effecting the manufacture, sale and transportation of various commodities.

The year 1901 also proved that the inventive age is hardly yet begun. The automobile has broken all records for rapid transit by making the enormous speed of 100 miles an hour over dirt roads. The navigating balloon has at last proved a success and "Darius Green and his flyin' machine" perhaps may yet appear among the classics. Even yet more astounding, as the year was fast closing, wireless telegraphy reached its triumph in a successful demonstration of communication between America and England across the Atlantic Ocean. May we not yet live to see the day when we can talk across the seas to our English neighbors without the bother of a telephone wire?

The year was full of sadness as all years are, but America, the home of the free, was bereaved as no other nation, in the appalling assassination of President McKinley. Scarce had we mourned with England over the death of their good Queen Victoria, than sorrow came to our lot, and all the nations of the earth stood aghast at the crime which threw America into deepest mourning.

The prospects for 1902 are flattering. The railroads have more freight than they can handle quickly—an excellent thermometer to indicate the temperature of the business of the country.



THE TRACK AT MYLES HOLE, NEAR MARLBOROUGH, W. VA., WHEN UNDER RECONSTRUCTION. ONE OF THE IMPROVEMENTS PERMITTING INCREASED TONNAGE IN FREIGHT TRAINS.



## WHERE THE MONEY WAS SPENT ON IMPROVEMENTS ON THE BALTIMORE & OHIO RAILROAD.

IT is a far cry from the transportation facilities enjoyed by Father Adam's grandsons, which we are taught were logs carried along with the current, to the magnificent trains of moving palaces of the present day. It took seventeen centuries of preparation to evolve Noah's ark and forty centuries more to bring into being a Royal Blue Line train. The result of these ages of preparation was identical in both cases, in more than one way, inasmuch as the Ark and the Royal Blue Flyers are known as the safest and best means of public conveyance of their respective contemporaneous ages, and each augmented the public welfare.

Probably no other great public work in the world's history developed so rapidly from its crude inception to its crowning perfection as the Baltimore & Ohio Railroad. This result was brought about in only one way, namely, the judicious expenditure by the management of the money invested by the stockholders. Six years ago there were many better railroads in the United States than the Baltimore & Ohio, but today, it is not only the finest all-around road in this country, but is the model railroad of the world, due to the vast amount of money that has been spent during this period for improvements of various kinds. Aside from the necessary expenditures to keep the road in operation, the Baltimore & Ohio Railroad Company has been spending on an average of \$15,000,000.00 per year for the last six years for permanent improvements. New bridges have been built and old bridges strengthened to carry the increased weight of the new equipment which has been purchased; grades have been reduced and curves eliminated where possible; single track has been supplanted by double track; new heavy steel rails have replaced the old rails of a lighter pattern; the main line of the road has been re-ballasted from end to end, and new wharves, storage warehouses and grain elevators have been constructed to take care of the constantly growing traffic.

The great coal pier at Curtis Bay, near Baltimore, which is one of the finest piers of its kind in the world, and which was made necessary by the greatly increased coal traffic of the Baltimore & Ohio during

the last few years, cost, including trackage to reach same, \$800,000.00. During the month of October, 1901, alone, 88,279 tons of coal were dumped over this pier, which indicates that the money required for its construction was well invested, just as the constantly increasing traffic, both passenger and freight, indicates that the money spent for other improvements was spent not only to the best interest of the stockholders but the public generally.

A somewhat similar pier was recently erected at St. George, Staten Island, the eastern terminus of the line.

One of the most troublesome things that had to be dealt with in the rehabilitation of the Baltimore & Ohio was straightening the line. When the road was built, more attention was given to keeping a uniform low-grade than anything else, as it was not only a difficult matter for the light motive-power of that time to pull a train up a hill, but there was a lack of engineering facilities for the reduction of grades which have since been developed. One of the steam-shovels in use today, handled by four or five men, can do as much work of this nature in a week as could be done at that time in six weeks with fifty men. What is known as the Old Main Line was always just about as crooked as a railroad very well could be without tying itself in a knot, and about a year ago \$2,145,000.00 was appropriated to defray the expense of reducing the grades and eliminating the curvature on this line. This work is now in progress and will probably be completed by spring. Another very crooked piece of track was what was formerly known as the "Seven Curves," east of Cumberland. These curves were removed at a cost of \$89,900.00, and with them the excuse for several vaudeville quips which were imposed upon the public for years.

Another big piece of work now in progress is known as the Patterson Creek Cut-off, which is a new line constructed as a "short-cut," which will save some distance and considerable curvature. This work cost \$1,150,000.00.

The steady increase in the export of all kinds of material produced in this country made it necessary for the Baltimore & Ohio to build a yard and pier in Philadelphia,



HOW THE TRACK NEAR MARTINSBURG, W. VA., ON CUMBERLAND DIVISION WAS STRAIGHTENED.

exclusively for business of this character. This work cost \$375,000.00.

When the railroad went into the hands of receivers, in March, 1896, there was very little rail in the tracks heavier than seventy pounds to the yard. All of this light rail has been removed from the main line of the road and put in side-tracks and on the smaller branch lines where there is but little traffic, and has been replaced by rail weighing 85 and 100 pounds per yard. The rail purchased during the past six years has been as follows:

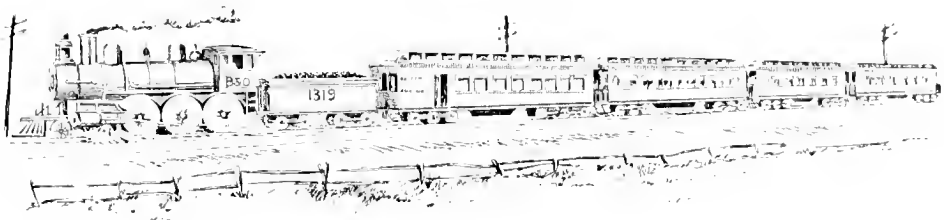
1896.....	22,908 tons
1897.....	31,517 "
1898.....	35,179 "
1899.....	75,618 "
1900.....	71,955 "
1901.....	40,651 "
Total.....	330,234 tons

To insure better time of trains and reduce the risk of accident to the minimum, a great deal of the line has been double-tracked, where only single track existed before, and passing sidings have been constructed at many places. Work of this

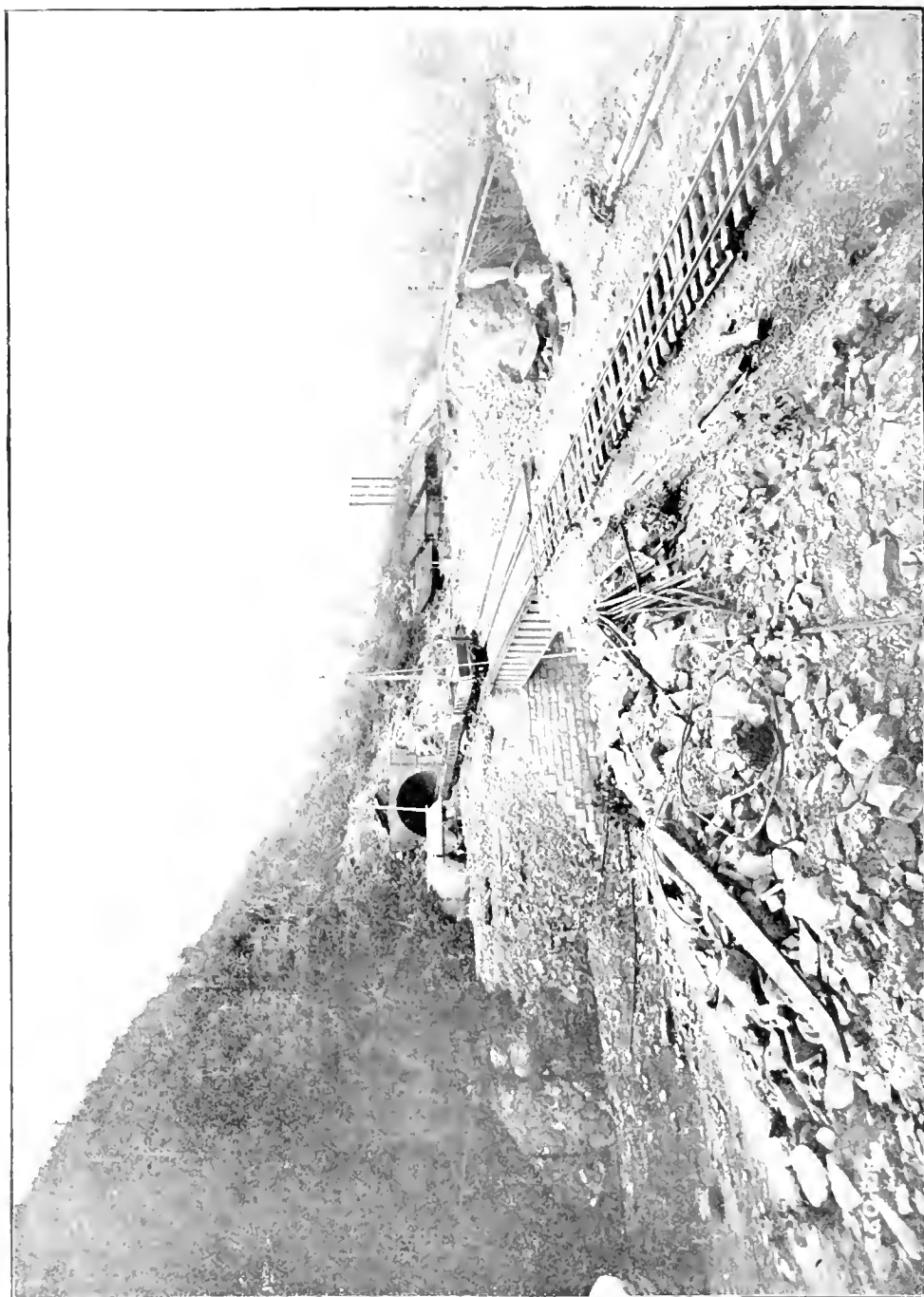
kind on the Philadelphia Division during the past eighteen months has cost \$206,870.00, and on the Pittsburg Division \$1,488,856.00; \$146,943.00 has been appropriated for similar work on the Chicago Division, and \$588,000.00 for filling and renewing trestles and culverts on the same division of the road. During the past three years \$6,486,109.00 has been appropriated for the reduction of grades and change of alignment on different parts of the system.

The above are some of the principal items of construction expense on the Baltimore & Ohio Railroad since 1896. There are many other items of large expenditures that have been and will be made for the benefit of the public and the stockholders.

The mileage, exclusive of yard tracks, sidings, second tracks, etc., has increased from 2,095 miles, in 1896, to 4,357 miles up to the present time. This expansion extends greater benefits to shippers and more conveniences to passengers, as connections are continually being arranged with intersecting lines, thereby lessening the time between distant points.



THE ROYAL LIMITED



HOW THE TRACK WAS STRAIGHTENED ON THE FLINCH EG DIVISION

# BARBARA FRIETCHIE ON THE STAGE.

BY W. D. NESBIT.

THE scenic meadows, green and fair,  
Wave in the incandescents' glare.

The clustered spires of Frederick stand,  
Fresh from the scenic artist's hand.

Round about them grow the crops,  
Shown by set-pieces and drops.

Off from the stage's shade and gloom  
Is Barbara Frietchie's dressing-room.

Barbara fair, in dress so quaint,  
Dreameth o'er powder-puff and paint.

Dreams of her lines, of her many cues,  
And artfully deepens her cheeks' fresh hues.

The orchestra renders the overture,  
And Barbara wakes from her dream demure.

Straightens her flounces, trim and trig,  
And reaches out for her nut-brown wig.

A bothered look on her face so fair!  
The very important wig's not there.

Across the stage comes a heavy tread—  
The step of the stage-manager so dread.

In voice that's petulant, also cracked,  
He calls: "All up for the opening act!"

He says it in accents fierce once more,  
And pounds on Barbara Frietchie's door.

She shyly peeps from her dim retreat  
And murmurs in tones both firm and sweet.

"Ring, if you will, for the curtain, sir!  
But find my wig, or I'll never stir!"

Then around and over the crowded stage  
He searches, and mutters the while in rage.

He lifts up great houses with one rough hand,  
And upsets the mountains of Maryland.

He pulls up the marble pillars white  
And sweeps through Frederick's town site.

He pushes an orchard against the wall  
And rolls up a wheatfield, fence and all

At last, it was found, by a searcher keen,  
On top of the dusty rain machine.

Dame Barbara donned it swiftly, too—  
And up to the stage she fairly flew;

And out from the wings, with a moment's pause,  
To flutter her wig at the wild applause.

The manager sighed, as he set more straight  
A clump of trees and a farmyard gate—

Then he said, in his sternest, coldest tone:  
"Henceforth that wig must be left alone.

"Who touches a hair of that wig so brown  
Will lose his job ere we leave this town."

And ever the stage hands, small and big,  
Are shy of the bonnie Barbara's wig.

# THE MARCONI SYSTEM OF WIRELESS TELEGRAPHY.

AS DESCRIBED BY HIMSELF IN PAPER READ BEFORE INSTITUTE OF ELECTRICAL ENGINEERS.

BY GUGLIELMO MARCONI.

WHEN I wish to bridge distances, and it is not necessary that signals be sent in one definite direction, I use an ordinary transmitter. It is made of two small spheres, connected by wire, one with the earth and the other with a vertical conductor of some height, called the "aerial conductor." When I wish to direct a beam of rays in a given direction I use a cylindrical parabolic reflector placed in the proper focal line. The system of operation is simple.

The key is pressed and the electrical current is discharged through the spark gap between the spheres. This discharge is an oscillating one. The spheres and conductor become a radiator of electrical waves. By pressing the ordinary telegraph key at long or short intervals long or short waves are made. These affect the distant receiver at long or short intervals, producing the Morse alphabet of "dots" and "dashes."

One of the most important parts of the receiver is the sensitive tube, which is called a coherer or radio conductor. The only form of coherer I have found to be reliable for long-distance work is a glass tube of small diameter and four centimeters long. Two metal pole-pieces are tightly fitted into it. The space between them is partly filled with a mixture of nickel and silver filings. This coherer is part of a circuit which contains a local cell and a sensitive telegraph relay. The relay works another circuit operating a "trembler," "tapper" or "decoherer" and a recording instrument.

Normally the resistance of the filings is great, but under the "waves" they cohere and become comparatively a good conductor. This allows the current from the local cell to operate the relay. One end of the tube is connected with the earth, the other with a vertical conductor.

If a reflector for special direction transmission is being used at the sending station a short strip of copper is fixed to each end of the glass tube in the receiver. These strips must be exactly proper length,

otherwise they will not be in tune, or sympathy, with the transmitted "waves." All of the electro-magnetic apparatus in the receiver is shunted by non-inductive resistances in such a way that there is no sparking at contacts and no jerks caused by the local battery, or cell, near the coherer.

The "tapper" and telegraphic instrument, if not properly shunted, produce disturbing effects. Small "choking coils" are put between the coherer and the relay. They force the "waves" to traverse the coherer.

The oscillations or "waves" on the copper strips cause the metal filings to cohere and become a conductor. The "tapper" shakes the filings apart, breaking the circuit. The practical result of this is that the "dots" and "dashes" come just as they are transmitted, and are so recorded by the "inker" in something of the same fashion in which telegraphic instruments years ago used to print upon a paper tape.

With vertical wires it is easy to reach a station screened by a hill or curvature of the earth. In such cases it seems to be a marked advantage if the "aerial conductor" is thick or if a capacity area be placed at the top of it.

I am rather doubtful as to the correct explanation of this effect, as there is little doubt of the complete opacity to electric waves of a hill three miles thick or of several miles of sea water. It may be that the oscillations are transmitted to earth by the grounded wire and follow the earth's surface until they reach the earth wire of the receiving instrument. A horizontal wire even at a great height is of no use in increasing the range of signals.

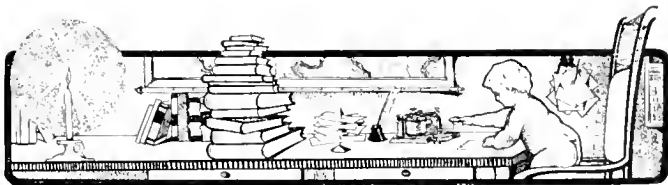
Without reflectors the telegraphic signals radiate in all directions and affect all receivers within distance; with reflectors it is possible to throw the electric waves in one almost parallel beam. This would enable several forts, hilltops or islands to communicate without fear of an enemy intercepting the messages.

The receiver rings a bell only when the radiator at the sending station is directed toward it. In experiments at a distance of nearly two miles it was noted that only a very small movement of the transmitting reflector was sufficient to stop the signals of the receiver. The reflector system enables ships to receive warning not only of proximity to danger, but of the exact direction from which the warning comes. The bell of the receiver on shipboard will ring only when the lighthouse reflector is directed toward it. By turning the reflector it will be easy to locate the direction of the transmitter. By a conventional number of taps or rings the ship will be able to place either a perilous point to be avoided or a harbor for which she should steer.

During the Queen's life a system was installed at Queen Victoria's palace of Osborne. The other station was on the

royal yacht Osborne, moored in Cowes Bay, one and three-quarter miles distant. High hills intervened. Direct signaling by flags, semaphores or heliograph was impossible. Constant communication was maintained for sixteen days without hitch of any kind. The messages numbered 150 and were chiefly private communications between the Queen and the Prince of Wales. Many of the messages contained more than 150 words, and the average speed of transmission was about fifteen words a minute. Often when the yacht was on cruise messages were sent at distances of seven and eight miles. These messages were sent over high intervening hills.

The system as installed in the Italian navy has worked admirably. Other installations are contemplated for commercial and military purposes. I am confident that in a few months many more wireless telegraph stations will be established here and abroad.



# THE MAN WITH THE SPRING SOLES.

BY THOMAS CALVER.

THERE was once a young man who lived out  
on the road,

In the country, near Washington city.  
If he had not lived there in that rural abode,  
There would be little use of this ditty.

And it only is written his story to tell,  
In a manner quite brief and veracious;  
For though seemingly planning both wisely  
and well,  
He became but a failure fugacious.

In the village of Brightwood he lived, but  
he toiled

In the city for much needed riches;  
And he walked till his shoes and his garments  
he spoiled,

And he rode till he wore out his breeches.  
So he labored and studied to bring out a plan  
Of more cleanly and cheap transportation;  
And he did it—this wise but unfortunate man—  
In a way that awoke consternation.

He had formerly been, in his earlier days,  
Quite a student of science gymnastic,  
And had gained, as an athlete, much cheering  
and praise,

And some mention in verse Hudibrastic.  
The gymnasium spring-board, he thought, was  
the plan

Upon which the device should be founded;  
For in jumping on this the young, vigorous  
man,

At each jump, in the air higher bounded.

For the higher he jumped up, the harder he fell;

The recoil growing stronger and stronger;  
And the height he might reach to nobody  
could tell.

If he kept at his jumping much longer,  
So the simple device was a sole with a spring  
Of the finest and strongest material,  
And in leaping on this the recoiling would  
bring

Longer strides and a height more ethereal.

For a long time he labored his soles to perfect,

With the aid of an able mechanic;  
And his money he spent till his fortune he  
wrecked

And he made in his household a panic;  
For his springs must be made of the finest  
of steel,

Like a watch-spring in temper elastic;  
Very long, very powerful, the worth to reveal  
Of this kind of a spring-board gymnastic.

When his spring soles were finished he started for  
town,

And they worked to the greatest perfection;  
And when higher he went and the higher came  
down,

Then each spring showed its worthy selection.  
Very soon he was moving through space very fast,  
And attaining to heights quite stupendous,  
And the trees and the fences and houses flew past,  
With velocity strange and tremendous.

Very soon he discovered, with greatest alarm,  
That the Piney Branch woods he was nearing;  
For that boughs overhanging might do him some  
harm.

As he leaped to their height, he was fearing.  
He was right; for, as down through the branches  
he fell.

He was caught by the slack of his breeches,  
And his hours of suspense surely no one could  
tell,  
Were it not for the defects in the stitches.

As he fell the recoil sent him flying once more,  
To a gully where water was flowing,  
And, quite luckily, over the stream did he soar,  
To the bank on the further side going.  
But the bank was so steep that he struck on his  
toes,

And the springs their celebrity earning,  
Sent them up and feet upward and backward he  
rose,

O'er the stream a back somersault turning.

But the bank on the side near the woods was as  
steep.

And thus only the heels did the striking,  
When the springs sent him back o'er the stream  
with a leap,

And a somersault not to his liking.  
So thus forward and backward he somersaults  
turned,

Till his head became flighty and dizzy;  
And he said to his wife, who his plight had soon  
learned,

"Don't disturb me, you see I am busy!"

But, as only a part of the spring soles were struck,  
Then the somersaults slowly grew shorter,  
And at last, in a streak of most fortunate luck,

He descended right into the water.  
Then his wife took him home and the spring soles  
threw out

In the barnyard, with all of their glory;  
And if any the truth of this narrative doubt,  
They must find her and hear the whole story.



## THE LONGEST RAILWAY JOURNEY IN THE WORLD.

LEDGER MONTHLY.

**M**OST people imagine that the five days' run of the famous Western Express from New York to San Francisco is the longest railway journey in the world. Up to last year, no doubt, Americans held first place in this department of travel. But now Russia, with her Siberian Railway (finished for passenger traffic up to Irkutsk for over twelve months), has successfully challenged the American railway world both as regards mileage and time, though certainly the honors of taking the longest time, irrespective of distance, of any journey in the world is a somewhat equivocal one.

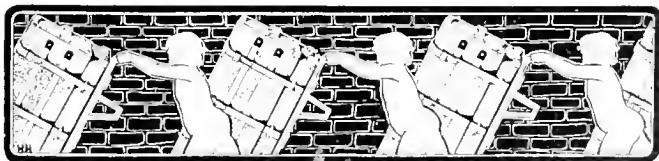
Nine and a half days are occupied in the journey (3,770 miles) from St. Petersburg to Irkutsk, instead of the five days taken by the New York-San Francisco Express for a journey only some 340 miles shorter.

It may be of interest to give some details of the longest journeys in Europe without a stoppage. In the whole railway system of Europe there are only two runs of over 400 miles without a break, and it is a little curious that both of these services have been initiated by a steamship company—the Peninsular and Oriental Steamship Company.

The longest run without a stoppage in Europe (and possibly in the world) is that of the Peninsular and Oriental weekly Paris and Marseilles Express, which does the distance (536 miles) in a few minutes over thirteen hours. The other long-distance run without a break is the 473 miles between Bologna and Brindisi, which the weekly Peninsular and Oriental Express has been regularly performing for the last ten years.

The speed is comparatively leisurely certainly, nearly fifteen hours being occupied in this monotonous journey. No doubt it is due to the Italian railway company's dislike of excessive speed that no really serious accident involving much loss of life has ever happened on this particular express; at all events on this portion of the route during all the years it has been running. Indeed, this historic express has been even more immune from accident than the equally historic "Flying Dutchman."

England has no really long railway journey without a break, the longest being that of the Great Western Railway's Cornish Express—which, however, runs only in summer—from London to Exeter, 194 miles.



## CHEAT RIVER UNDER AN AUTUMN SUN.

BY WM. KILGOUR.

ALL my life I have thought I would like the change and excitement of field sport; and only very recently I have read, for the fourth or fifth time, a deeply interesting volume entitled, "Forty-five Years of the Life of a Hunter," by the late venerable Meshach Browning of Garrett County, which was then a part of Allegany, written by himself; every word of which, I have reason to believe, is absolutely correct.

with no pillow but the cold earth, no sheltering save the branches of some aged monarch of the forest, no vigil except the clinging stars or varying flashes of light from his campfire; I could but feel what vast, unbroken and indescribable solitudes; what magnificent sunsets bathing in a flood of light the ragged cliffs of the innumerable chains and spurs of mountains; the gloomy grandeur of the deep shadows creeping



CHEAT RIVER ON BALTIMORE & OHIO RAILROAD.

As I lingered over his thrilling descriptions of the wilder portions of the deep, frightful and illimitable forest through which he hunted; his daring adventures along the famous, wild and romantic regions of Cheat River; his many miraculous escapes from death, in a hand-to-hand encounter with bear, wolf, panther, wild-cat and stag; his dreary and comfortless nights,

down the mountainside, the music of the streams as they went dashing down the dark and almost impenetrable ravines, gathering force and volume all the way; the mighty roar of the winds, with every storm howling and hissing through the mighty forests, like maddened demons let loose from the habitations of the damned; the low murmurs of the sinking blasts; for



"THE MORE HIDDEN PARTS OF THE DEEP RAVINE."

all these were his as he wandered alone in this vast temple of nature, whose architect is God, and whose organ-tones are the whispering breeze and the sounding storm.

Impelled by a desire to see and learn something of the wild and rare beauties of this marvelous piece of mountain wilderness and stream which Browning so graphically describes, and which is still the favorite resort of the lover of field and stream sports coming from all sections of the country, I determined on a visit thither. True, the season of the year I most love was far advanced; yet there is always much of prismatic splendor in the dying hours of autumn, when the majestic and marvelous of mountain, stream and forest are so strikingly beautiful and picturesque. If I should grow tired of the shifting colors of nature's pencilings, the towering sublimity of ragged walls of masonry on which, here and there, stood aged trees that had been making history for centuries, now like some giant or athlete conscious of his power, stripped to the waist as though to battle with the storms of the approaching winter; I could turn to some one of the many hunting-camps, partake of their ever-cheerful hospitality, enjoying the narrations of the numerous adventures of the hunters, sleep under a blanket, with my feet before a roasting fire, awakening in the morning with a ravenous appetite, and

before the mists shall have disappeared, start for a chase of the deer or a still-hunt for the red-leg turkey, and wind up the coming night with an oldtime opossum or coon hunt, or the taking of a bee-tree, which some old hunter had been fortunate in singling out.

At Terra Alta, Preston County, the head of the great Cheat River grade on the Baltimore & Ohio, just along and over the dividing line between Maryland and West Virginia, I was fortunate in obtaining information of just such a home as I desired during my short stay in the mountains. After a walk of two miles immediately along this famous grade, thence across the laughing waters of the Cheat for perhaps a mile, I reached my objective point, a modest, rustic mountain-cottage nestling in the heart of one of Nature's alcoves, and as neat and sweet within as it was eloquent in its primitive exterior. Such a quaint, dreary little place it was, yet beautiful withal! For it was enclosed by great forests of pine, and dark and purple mountains stretching up their heads to catch the first blush of sunrise or the hazy cloud-mists of the evening. There were dark woods, too, and rushing torrents and little babbling brooks. There was much beauty, though of a wild and sometimes gloomy nature; but its peace and seclusion suited me.

With the rose-blush beauty of the early morning came the summons to breakfast. Buckwheat cakes lifted from griddle to plate, glazes butter, sugar, maple syrup, honey, broiled squirrel, cold roasted coon and delicious milk and coffee.

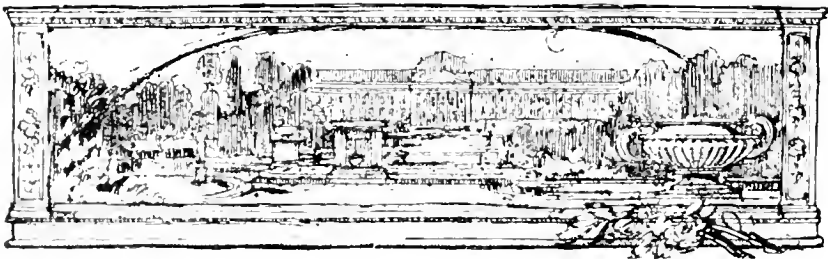
The morning was still young when, after a short but toilsome walk, I stood in the center of one of the many graceful curves along this heavy grade. What a scene of almost dazzling splendor enveloped me! The great Carnival of Color appeared to be at its full! Autumn had kindled her fires on the crest and sides of the mountain, along the tortuous stream, in every dimpled valley and dark ravine. The day was without shadow, save the small fleeces of white mist which floated along the distant horizon like the broken fragments of a routed army. From the woodland came the song of birds, plaintive and subdued. Everything around me that met the eye or caught the ear, every falling leaf, the fragrance of every dead and dying wild-flower, the voice of every forest cloister, the murmur of the stream, the palpitating wreaths of topaz mists that veiled the dark lining of the more hidden parts of the deep ravine, every tremulous vista that hung and floated along every gorge; all had its own special significance, and offered healthy and vigorous food for the contemplative mind.

A flock of quail flew past. What a delightful time the sportsman was having! With him, this season is the prime favorite; wherever he rambles, and his tours undeniably lead him through the most entrancing of natural scenery in the woodlands, across the fields or in the mountains, he takes in an inspiration of nature pure and undefiled. The grand, picturesque and beautiful in natural scenery, the sportsman views at its best, untrammelled by civilization and un-

marred by the restless march of progress.

If nature seems to have been prodigal of her peerless attractions and charms through these mountain wildernesses and fastnesses, man has not been slow in affixing the monogram of his inventive genius along the walled sides and upon their lofty summits, and across their frightful and dark gorges. With an energy and endurance shrinking from no responsibility, and fearing neither danger nor barrier, he has sent his messenger of fire and steel, carrying with him over these frowning and heretofore seemingly impregnable granite-ribbed fortresses, swift as the cloud driven before a winter's storm, a world's commerce or a nation's convention. One of those huge and ponderous tonnage-engines came up the grade, pulling nearly a hundred heavily-laden freight cars; on it came, passing me with a proud and apparently defiant air. Hardly had this monster cargo of freight passed when thundering down the grade came one of those luxurious Blue Line Flyers of the Baltimore & Ohio, annihilating time and distance.

In my ramble I did not fail to observe the great contrast which existed between this piece of landscape and that of the Savage River Gorge. The former was not as terrific, weird and chaotic as the latter; the view was more extended, more varied and much softer. The ranges of mountains, far as the eye could reach, rose and fell like the billows of an angry ocean. Small and unpretending homesteads, with liberal outdoor conveniences, small patches of cultivated ground, orchards loaded with ripe fruit, on many of the sunny slopes of the mountains, and country roads winding through the forests in the distance, afforded a most pleasing relief to this most natural canvas.





# Stub Ends of Thought

By ARTHUR G. LEWIS.



THE current of true zeal runs smoothly past the obstacle of half-hearted effort.

A MAN may be too precocious in his independence.

PERFECTION of expression only reaches its zenith when what we say conveys its true meaning.

WE are sometimes charged with errors that our accusers are incapable of correcting.

THE greatest beneficial society on earth is "The Brotherhood of Mankind."

IN the little affair of private theatricals called life, there is an unnecessary number of would-be tragedians and too much suppression of natural comedy.

WHAT we intend to do is a theory; what we do is a condition.

How difficult it is to thoroughly exercise diplomacy without, to some extent, reflecting upon our integrity.

INDISCRETION is always a fault, and too frequently first cousin to crime.

NO man should be weak enough to permit his theories to control his sense of humanity.

THE man who attributes another's success to good fortune will define his own failure as ill luck.

INDIFFERENT circumstances are the natural offsprings of indifferent efforts.

Too much democracy tends to produce a spirit of disrespect for the necessity of conservative action.

GOOD resolutions are like promissory notes; we should not draft them beyond our ability to make good.

THERE is a large amount of christianity in a pocket-book judiciously handled.

## LOOK UP.

BY ARTHUR G. LEWIS.

RACE after happiness and hope.  
Let joy disarm the grief to come;  
By failure worthy lessons have been taught,  
And in their train the greatest battles won.

If in pursuit of your ambition's aim  
You fail and fall a moment by the way,  
Know night has sweetest solace in the thought  
She is the mother of a glorious day.

Remember in the darkness of your doubts,  
The child is father of the master mind,  
And in our efforts to be just and true  
We frequent first are cruel to be kind.

The gold that dulls in virgin worth  
Glows best when touched by base alloy,  
So failure oft adds luster to success,  
And naught but overconfidence destroys.

## HUNTING AND FISHING RESORTS ON THE BALTIMORE &amp; OHIO RAILROAD.

Nearest Railroad Station on B & O R. R.	SHOOTING		FISHING				Hotel Rates, Per Day	Character of Country
	Kind of Game	Open Season Hunting	Name of Stream,	Best from Sept. to Jan.	Kind of Fish	Best Months for Fishing		
Abertown, Md.	Canvases, hucks, Red heads, Black heads, Woodpeckers, Teal and Marsh Ducks.	Nov. to March.	Chesapeake Bay and tributaries.	5	Striped Bass, Perch and Pike.	Aug. to Sept.	\$1.00 to \$5.00	Open and wet.
Alken, Md.	Canvases, hucks, Red heads, Black heads, Teal, etc.	Nov. to March.	Fortune Creek.	1	Perch, Rock Bass, etc.	May.	1.00	Open and wet.
Alton, O.	Ducks and Quail	Nov. 15, Dec. 15	Portage Lake	Close.	Bass and Perch	...	1.50 to 3.00	Open.
Ayondale, O.	Ducks and Quail	Nov. 15, Dec. 15	Reservoir	Close.	Bass and Pike	...	2.50	Open.
Bellton, W. Va.	Rabbits, Gray Squirrels and Quail.	Nov. to Jan.	Fish Creek	3	Bass and Small Fish	June to Sept.	...	Open, wooded, rocky and hilly.
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, Rabbits, Woodcock, Rabbits, Dove.	Sept. to Dec.	Great Cacapon, Sir John's Run and Cacapon River.	2 to 12	Suckers, Fish Carp, Bass, Trout and Black Bass.	April to Oct.	2.00 to 5.00	Open, wooded, rocky, hilly, wet and dry.
Boyd's, Md.	Rabbits, Squirrels, Part ridges, Pheasants	Nov. and Dec.	Potomac	9	Bass and Suckers	April and May.	2.50	Open and wooded.
Bradshaw, Md.	Supr., Reed and Rail	...	Little Gunpowder and North Fork, South Fork	3	Gudgeons only	May and June	Moderate	...
Cairo, W. Va.	Pheasants, Quail, Squirrels, Rabbits, etc.	Sept. to Nov.	North Fork, South Fork Hughes River.	6 to 12	Pike, Perch, Catfish, etc.	April to July.	2.00	Open, wooded, rocky, hilly, wet and dry.
Cameron, W. Va.	Rabbits	Nov. to Jan.	...	6	...	...	4.00	Wounded and open.
Cedar Creek, W. Va.	Rabbits and Birds	November	Cedar Creek	3	Black Bass and Suckers,	September.	1.00	Wounded, rocky, wet, dry.
Childestown, W. Va.	Pheasants, Wild Ducks, Squirrels	Nov. and Dec.	Shenandoah River	3	Black Bass, Catfish, Perch and Suckers.	July to Oct.	1.00	Wounded and open.
Cheat Haven, Pa.	Squirrels	Fall and Winter	Beaver Hole and Cheat River.	1	Perch, Salmon, Red Fish, Pike and Catfish.	May to Aug.	2.00 to 3.00	Wounded, rocky and hilly.
Clarkburg, W. Va.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys	Oct. and Nov.	Elk-Gauley, Kanawha	71 to 100	Bass and Trout	April and May	3.00	Rolling, dry and wooded.
Confluence, Pa.	Wild Turkey, Quail, Pheas- ant, Squirrels, and Small Game.	Oct. 15 to Nov. 15	Youghiogheny, Casselman and Laurel Hill Rivers.	Close.	Black Bass and Trout	May to July	2.00 to 3.00	Wounded and hilly.
Corinth, W. Va.	Rabbits and Squirrels	Nov. and Dec.	Snowy Creek.	2	Mountain Trout	May to Sept.	...	Wounded.
Cowerton, Md.	Wild Turkeys, Pheasants	Oct. to Dec.	Dever's Fishing Shore	1	Mountain Trout, Perch and Suckers.	Oct. and Nov.	1.00	Wounded.
Cumberland, Md.	Rabbits and Quail.	...	Patterson Creek	8 to 18	Bass and Suckers	...	2.50 to 4.00	Open, wooded, rocky, hilly, and marshy.
Doth, Md.	Rabbits, Squirrels	Nov. and Dec.	Monocacy and Potomac Riv.	3	Bass	March, April.	1.50 to 2.50	Various.
Deer Park, Md.	Pheasants, Wild Turkeys	Sept. and Oct.	Deep Creek	5 to 7	Trout	April to June	3.00 to 4.00	Wounded and hilly.
Dunbar, Pa.	Turkeys, Pheasants and Squirrels	All the year	Yough River	Close.	Bass	April to Oct.	...	Rocky.
Farmington, W. Va.	Squirrels, Rabbits and Quail	Oct. to Dec.	...	Close.	Perch and Carp	April and May	2.50	Wounded and hilly.
Folsom, Pa.	Reed and Rail Birds.	...	Delaware River	Close.	Catfish, Sunfish, Perch.	...	Moderate	Partially wooded, heavy with woods.
Frederick Junction, Md.	Rabbits, Pheasants and Partridges.	Nov. and Dec.	Monocacy River	Close.	Bass and Carp	Sept. and Oct.	3.00	Rolling.
Frederick, W. Va.	Deer, Squirrels, Rabbits, Turkeys, Pheasants and Partridges.	Nov. to Jan.	South Branch	1 to 40	Black Bass and Suckers	Aug. and Sept.	...	Mostly woods, hilly.
Garret, Pa.	Squirrels, Rabbits, Partridges, Wild Turkey	Fall	Willis Creek	Close.	Trout and Bass	June, July, Aug.	2.00 to 3.00	Rocky and hilly
Glencoe, Pa.	Squirrel, Pheasant, Rabbit, Turkey.	April to Nov.	Willis Creek	Close.	Trout	Fall and Winter	...	Open, wooded, hilly, dry.
Great Cacapon, W. Va.	Wild Turkeys and Deer.	Oct. to Dec.	Potomac and Cacapon Riv.	5 to 6	Black Bass	June to Sept.	1.00 to 2.00	Wounded and hilly, dry.
Hagerstown, Md.	Wild Turkeys and Deer.	Nov. and Dec.	Potomac River	6 to 10	Black Bass	Sept. and Oct.	3.00	Open.
Hancock, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys	November	Potomac River	Close.	Black Bass	September.	2.00 to 2.50	Hilly and dry.
Harper's Ferry, W. Va.	Quail, Turkeys, Partridges, Squirrels, Rabbits	Sept. 15 to Jan. 1	Shenandoah and Potomac Rivers	3	Black Bass and Carp	May to Dec.	2.00	Open and wooded, rocky and hilly.
Havre-de-Grace, Md.	Wild Turkeys, Rabbits, Pheasants, Quail and Part ridges.	Nov. to March	Susquehanna River	Close.	Black Bass, Rock, White and Yellow Perch	July to Oct.	3.00 and 5.00	All kinds.
Keyser, W. Va.	Deer and Wild Turkeys.	Sept. to Jan.	Mountain Streams	15 to 20	Black Bass and Mountain Trout.	...	3.00 to 5.00	Mountains.
Knoxville, Md.	Deer and Wild Turkeys.	...	Potomac River	Close.	Bass	May and Oct.	2.00 to 3.00	...

Landowne, Md.	Beed and Blackbirds and Jacksnipe.	Aug. and Sept.	Potomac River.	1	Goodeons, Yellow Perch	April and May	Moderate.	1.00	Marshy, comparatively dry
Leslie, Md.	Canvas-back, Red-heads and Black-heads and Rails.	Nov. and Dec.	North East River and the Chesapeake Bay.	2 to 3	Herring, White Pike, Cat-fish, White and Yellow Perch, Bass, Shad, etc.	July and Aug.	Moderate.	1.50	Mostly open and marshy.
Lexington, Va.	Deer, Partridges, Pheasants and Quail.	Early Spring and Fall.	Miller's and Bakony Falls	14 to 15	Bass, Southern Catfish, Striped Bass, etc.	Early Spring and Fall.	1.00	2.00 to 2.50	Open and rolling.
Littleton, W. Va.	Squirrels, Pheasants and Partridges.		Beaver Run	2	Bass and Catfish.	May to Nov.	2.00	1.00	Dry, wooded and hilly.
Lodi, O.	Ducks and Quail.	Nov. 15, Dec. 15	Chippewa Lake	Close.	All kinds.				Open.
Magnolia, W. Va.	Turkeys, Rabbits, Squirrels, Coons, Foxes.	Nov. 15 to Dec. 15.	Steer Run	1½	Black Bass.	Sept. to Oct.	1.00	1.00 to 3.00	Wooded, hilly, dry.
Markleton, Pa.	Rabbits, Squirrels, Turkeys, and Pheasants.	Sept. to Jan.	Laurel Run, Casselman River, Isles Run, McClintock Run.	2	Trout, Bass and Chubbs.	Summer	1.50 to 2.00	2.00 to 4.00	Wooded, rocky, hilly and dry.
Marriottsville, Md.	Squirrels, Rabbits, Woodchucks, Foxes, Partidges and Rabbits.	Sept. to Dec.	Gladden's Flats, Western Branches of Potomac Falls.	¼ to 1½	Bass, Trout, Sunfish, Catfish, etc.	April to July	1.50	1.50	Wooded and open, level and hilly, dry.
Middletown, Va.	Rabbits and Squirrels.		South and North Rivers.	4 to 7	Black Bass, White Scales.	March to Oct.	Moderate.	1.50	All kinds.
Millsville, W. Va.	Rabbits and Squirrels.	Aug. to Oct.	Tygart Valley River.	Close.	Bass and Suckers.	Aug. to Oct.	Moderate.		
Monksville, W. Va.	Rabbits and Squirrels.	Sept. to Nov.	Deep Creek	¼ to 10	Trout.	July to Sept.	Moderate.	1.00 to 2.00	Hilly and dry.
Moundsville, W. Va.	Wild Turkeys, Pheasants, Quail, Squirrels, Rabbits and Fox.	Aug. and Sept.	Fish Creek and Ohio River.	Close.	All fresh water fish.	Feb. to Oct.	1.50 to 3.00	2.00	Both open and wooded.
North Mountain, W. Va.	Wild Turkeys, Pheasants, Quail, Squirrels, Rabbits and Fox.	Nov. 15, Dec. 15	Potomac River and Black Lake.	2	Bass, Carp, Suckers and Pike.	May to July.	2.00	1.25	Both open and wooded.
Opetiska, W. Va.	Ducks, Quail and Rabbits.	Nov. 15, Dec. 15	Monongahela River.	Close.	Pike, Bass and Catfish.	Summer.	2.00	.75	Wooded and hilly.
Palestine, O.	Turkey, Rabbit, Squirrel, Deer.	November	Lake.	Close.	Bass.				Open.
Pinkerton, Pa.	Deer.		Potomac River.	Close.	Black Bass, Carp, Perch, Trout and Bass.	June and Nov.	1.25	1.00 to 1.50	Hilly and dry.
Point of Rocks, Md.	Deer, Squirrels, Rabbits, Wild Turkeys, Pheasants.	Sept. to Dec.	Casselman River and Mountain Streams.	3 to 20	Trout, Black Bass, Catfish, etc.	June to Nov.		1.50 to 2.50	Hilly and dry.
Rockwood, Pa.	Wild Turkeys, Pheasants.	Sept. to Dec.	Chester River.	Close.	Bass, Salmon, Catfish and Suckers.	July to Sept.	2.00	2.00	Some open, majority wooded and rocky, generally dry.
Rowlesburg, W. Va.	Wild Turkeys, Quail and Partridges.	July to Sept.	Antietam River.	1½	Bass, Mulletts, Catfish, etc.	Spring and Fall.		3.00 to 4.00	Wooded.
Roxbury, Md.	Partridges and Rabbits.	Nov. and Dec.	Willis Creek.	Close.	Trout.	April and May.		1.50 to 2.00	Various.
Sand Patch, Pa.	Pheasants, Turkeys, Squirrels, Rabbits.	Nov. 15, Dec. 15	Lake Erie.	At hand.	All kinds. Famous fish grounds.				Open.
Sandusky, O.	Ducks and Quail.	Oct. and Nov.	Potomac and Shenandoah River.	1	White and Yellow Perch and Catfish.	Sept. and Oct.	1.50	2.00	Hilly, rocky and wooded.
Sandy Hook, Md.	Rabbits, Pheasants.			4	Bass and Sunfish.	July and Aug.			Open, wooded and hilly.
Seaville, Md.	Squirrels, Rabbits, Coon, Fox, Quosum, etc.	All the year.		5	Trout	All the year.		1.00 to 2.50	Wooded and hilly.
Somersett, Pa.	Deer, Squirrels, Turkeys and Pheasants.	April to Dec.	Laurel Hill Creek	1 to 7	Trout	April, May and June.	Moderate.	1.00 to 2.00	Various.
Springfield, W. Va.	Deer, Squirrels, Turkeys and Rabbits.	Oct. to Dec.	South Branch	1½	Bass and Suckers	April to Oct.	Moderate.	1.00 to 1.50	All kinds.
Stanton, Va.	Deer, Bear, Wild Turkeys and Pheasants.	Best in Oct.	Shifter's, Stittington's and Headwaters.	18 to 30	Mountain Trout.	April to Sept.		Moderate.	1.50 to 3.00
Taylor-town, Pa.	Squirrels, Rabbits and Pheasants.	Nov. and Dec.	Headwaters of Buffalo and Ten Mile Creek.	10 to 12	Bass, etc.	June and July.		2.00	Hilly, wooded and dry.
Tunnelton, W. Va.	Quail, Squirrels and Rabbits.	May, June and September.	Chester River.	3	Salmon, Perch and Catfish.	May to Sept.	3.00	1.00	Wooded, rocky, hilly and dry.
Tuscarora, Md.	Partridges and Rabbits.		Potomac River.	Close.	Bass.		1.00		Various.
Valley Falls, W. Va.	Squirrels, Rabbits, Partidges and Pheasants.	Fall months	Tygart's Valley River	Close.	Bass, Salmon, Pike and Suckers.	Spring and Summer.			Rocky.
Van Baldor, Md.	Squirrels.	October	Winter's Run.	200 yds. 2½	Trout.	Summer.		1.00 to 2.00	Part open, wooded and wet.
Vanderesville, W. Va.	Squirrels.	Nov. to Jan.	Canal	14	Bass, Sun Perch, Rock Perch and Pike.	April, Oct.	50c.	2.50 to 1.00	Wooded and dry.
Wilmington, Del.	Deer and Wild Turkeys.	Nov. to Jan.	Small Streams.	8 to 10	Trout	Spring		1.50 to 2.50	Open, level and dry.
West Salisbury, Pa.	Rabbits								Rocky, wooded and dry.
Wyand, Pa.									Open, hilly and dry.

\* Where no rates are given, professional guides cannot be obtained. † Direct rail connection to Camden-on-Gauley.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV WASHINGTON .....	7.05	8.30	9.00	10.00	12.30	3.00	4.00	5.05	8.00	11.30	3.00
LV BALTIMORE, CAMDEN STATION .....	7.55	9.19	9.52	10.50	1.20	3.49	4.48	6.00	9.00	12.39	3.51
LV BALTIMORE, MT. ROYAL STATION .....	8.00	9.24	9.57	10.54	1.25	3.53	4.52	6.05	9.05	12.44	3.55
AR PHILADELPHIA .....	10.15	11.27	12.11	12.53	3.29	5.51	7.00	8.19	11.40	3.10	6.00
AR NEW YORK, LIBERTY STREET .....	12.35	1.40	2.30	3.00	6.00	8.00	9.25	10.40	3.20	5.52	8.30
AR NEW YORK, WHITEHALL TERMINAL .....	12.40	1.45	2.35	3.05	6.05	8.05	9.30	10.50	-----	-----	8.35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 535 EX. SUN	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL .....	12.10	7.55	9.55	11.25	12.55	1.25	3.35	4.55	6.55	12.10
LV NEW YORK, LIBERTY STREET .....	12.15	8.00	10.00	11.30	1.00	1.30	3.40	5.00	7.00	12.15
LV PHILADELPHIA .....	7.30	10.25	12.20	1.37	3.08	4.17	5.48	7.26	9.38	3.35
AR BALTIMORE, MT. ROYAL STATION .....	9.31	12.41	2.25	3.36	6.06	6.51	7.46	9.32	11.46	6.05
AR BALTIMORE, CAMDEN STATION .....	9.35	12.45	2.30	3.40	6.10	6.55	7.50	9.36	11.50	6.10
AR WASHINGTON .....	10.35	1.40	3.30	4.30	6.10	7.50	8.40	10.35	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL .....	9.55 AM	12.55 PM	N 1.25 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV NEW YORK, LIBERTY STREET .....	10.00 AM	1.00 PM	N 1.30 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV PHILADELPHIA .....	12.20 PM	3.08 PM	N 4.17 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
LV BALTIMORE, MT. ROYAL STATION .....	2.26 PM	5.05 PM	6.51 PM	11.46 PM	9.31 AM	8.50 AM	11.46 PM	-----
LV BALTIMORE, CAMDEN STATION .....	2.40 PM	5.20 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
LV WASHINGTON .....	3.45 PM	6.20 PM	8.30 PM	1.10 AM	10.45 AM	10.05 AM	1.00 AM	-----
AR PITTSBURG .....	-----	-----	6.10 AM	-----	7.40 PM	-----	9.15 AM	LV 3.30 PM
AR CLEVELAND .....	-----	-----	10.45 AM	-----	-----	-----	-----	9.35 PM
AR WHEELING .....	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM
AR COLUMBUS .....	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM
AR TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
AR CHICAGO .....	5.55 PM	7.30 PM	-----	7.23 AM	9.30 AM	12.00 NN	-----	6.50 AM
AR CINCINNATI .....	8.00 PM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
AR INDIANAPOLIS .....	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
AR LOUISVILLE .....	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----
AR ST. LOUIS .....	5.50 PM	-----	-----	7.28 AM	-----	1.30 PM	-----	-----
AR CHATTANOOGA .....	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
AR MEMPHIS .....	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
AR NEW ORLEANS .....	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

Through Pullman Sleepers to all points. \* On Sunday connection is made by Train No. 607.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	Nos. 14 & 45 EXPRESS DAILY
LV CHICAGO .....	* 8.30 AM	2.45 AM	3.30 PM	10.10 AM	-----	-----	8.00 PM	7.00 PM
LV TOLEDO .....	-----	-----	-----	7.15 PM	-----	-----	-----	-----
LV COLUMBUS .....	-----	-----	-----	12.20 AM	-----	-----	-----	11.00 AM
LV WHEELING .....	-----	-----	11.30 PM	-----	3.00 PM	-----	-----	-----
LV CLEVELAND .....	-----	-----	8.00 AM	-----	9.45 PM	6.30 PM	1.20 PM	-----
LV PITTSBURG .....	-----	-----	-----	-----	-----	8.05 PM	-----	-----
LV ST. LOUIS .....	* 8.40 AM	2.05 AM	-----	-----	-----	2.30 AM	-----	-----
LV LOUISVILLE .....	2.00 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV INDIANAPOLIS .....	* 2.45 PM	8.05 AM	-----	-----	-----	8.00 AM	-----	-----
LV CINCINNATI .....	* 6.10 PM	12.15 PM	-----	-----	-----	8.55 AM	-----	-----
LV NEW ORLEANS .....	-----	7.30 PM	-----	-----	-----	8.15 PM	-----	-----
LV MEMPHIS .....	-----	8.15 PM	-----	-----	-----	9.00 PM	-----	-----
LV CHATTANOOGA .....	-----	9.00 PM	-----	-----	-----	-----	-----	-----
LV WASHINGTON .....	12.20 PM	6.41 AM	4.50 PM	12.05 NN	6.55 AM	2.46 AM	11.05 PM	11.06 PM
AR BALTIMORE, CAMDEN STATION .....	1.15 PM	7.50 AM	5.53 PM	1.15 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR BALTIMORE, MT. ROYAL STATION .....	1.25 PM	8.00 AM	5.05 PM	1.25 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR PHILADELPHIA .....	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR NEW YORK, LIBERTY STREET .....	6.00 PM	12.35 PM	10.40 PM	6.00 PM	12.35 PM	8.30 AM	5.52 AM	5.52 AM
AR NEW YORK, WHITEHALL TERMINAL .....	6.05 PM	12.40 PM	10.50 PM	6.05 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. \* Daily. + Daily, except Sunday



## THROUGH PULLMAN PALACE CAR SERVICE.

### UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

#### EASTWARD.

- No. 512. Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
No. 504. Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
No. 526. Buffet Parlor Car Washington to New York.  
No. 522. Parlor Car. Dining Car, table d'hôte, Baltimore to New York.  
No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
No. 508. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
No. 524. **"Royal Limited."** **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Washington to New York. No extra fare other than regular Pullman charge.  
No. 536. Buffet Parlor Car Washington to New York.  
No. 506. Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
No. 546. Pullman Sleeping Cars Washington and Baltimore to New York.

#### WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
No. 517. Buffet Parlor Car New York to Washington.  
No. 501. Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
No. 507. Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia and Dining Car, a la carte, Baltimore to Washington.  
No. 535. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.  
No. 509. **"Royal Limited."** **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
No. 503. Buffet Drawing Room Car New York to Washington.  
No. 515. Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

#### WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.  
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
No. 9. Drawing Room Sleeping Car Baltimore to Cleveland and Sleeping Car Baltimore to Pittsburg. Dining Car Philadelphia to Washington and Pittsburg to Youngstown.  
No. 3. Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper, Dining Cars serve balance of meals.  
No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.  
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
No. 47. Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago. Sleeping Car Pittsburg to Cleveland. Dining Car Pittsburg to Youngstown.  
No. 53. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

#### EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.  
No. 6. Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Sleeping Car Cleveland to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
No. 10. Sleeping Cars Pittsburg to Baltimore and Drawing Room Sleeping Car Cleveland to Baltimore. Dining Car Youngstown to Pittsburg and Washington to Philadelphia.  
No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.  
No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg. Dining Car Youngstown to Pittsburg.  
Nos. 14 and 46. Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

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## INDEX TO FORMER VOLUMES "BOOK OF ROYAL BLUE."

ON account of the demand for certain articles published in the "Book of the Royal Blue" the following complete index to the first four volumes will be found of great assistance. While the files of many numbers of the earlier volumes have been entirely exhausted, such back numbers which are on hand will be mailed to those requesting them on receipt of six cents in postage. The magazine will be mailed regularly for one year to any address in the United States or Canada on receipt of fifty (50) cents cash or postage stamps, on application to D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio Railroad, Baltimore, Md.

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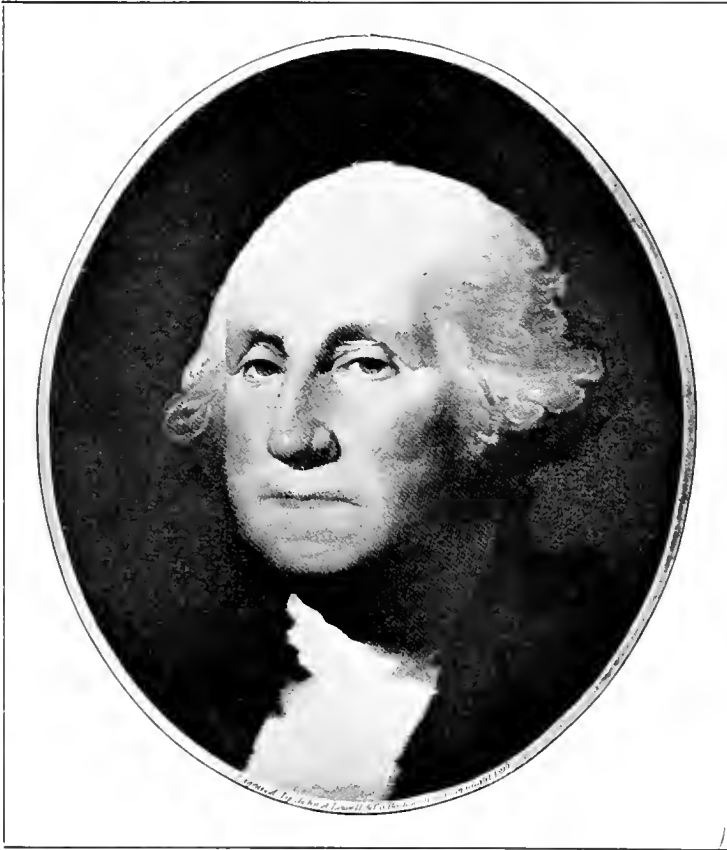
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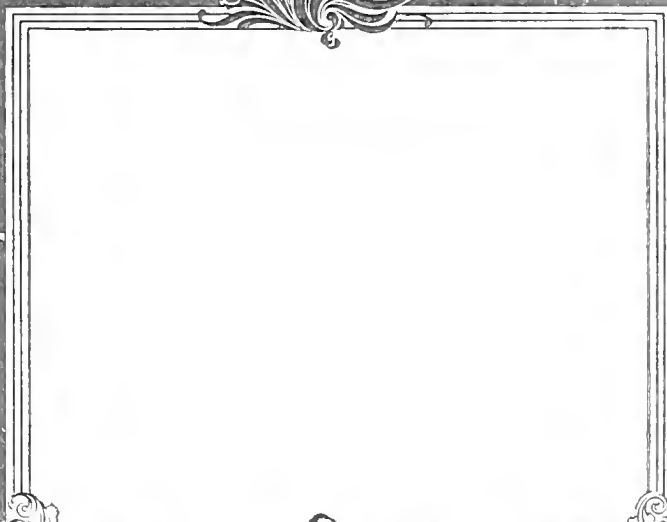
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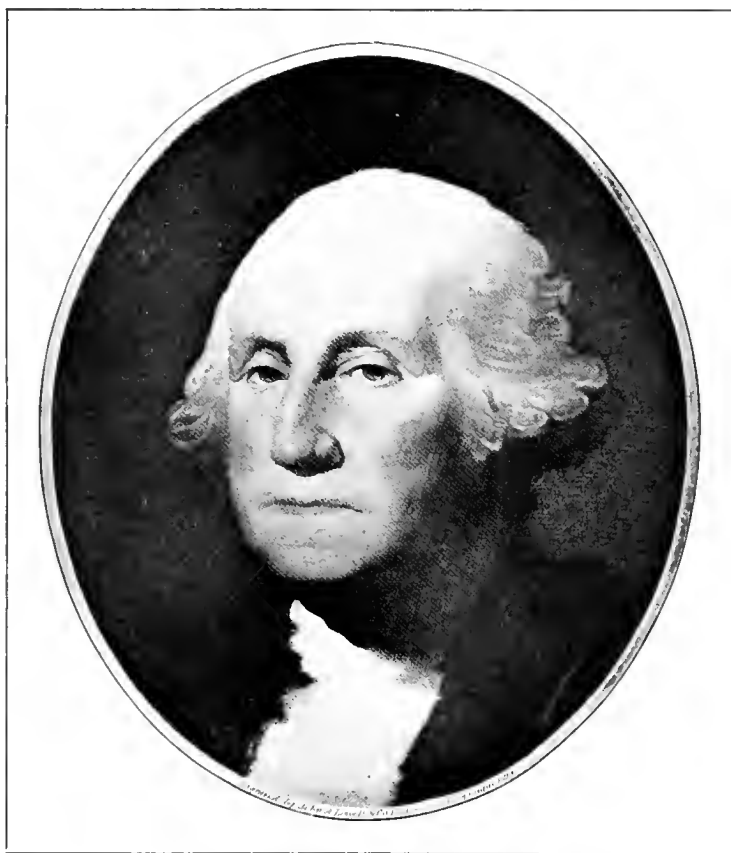
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# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, FEBRUARY, 1902.

No. 5.

## WASHINGTON IN WESTERN PENNSYLVANIA.

AN INTERESTING NARRATIVE OF HISTORICAL IMPORTANCE.

BY W. G. IRWIN, LIGONIER, PA.

ALTHOUGH Virginia bore him, and Virginia folded him to her bosom when he died, Pennsylvania was next associated in the life's history of the great George Washington. In her environs did he come first to fame as a surveyor and then a great soldier and then a greater statesman.

In the half dozen trips into the region now embraced in western Pennsylvania, about the headwaters of the Ohio, occurred some of the most remarkable events in the life of the great Washington. In the drama which closed when the fond hope of the French for empire on the American continent went up with the smoke which rose from the ruins of Fort Du Quesne, Washington was a central figure, and both before and after that struggle which proved so fatal to the power and glory of France, occurred the visit to western Pennsylvania, bringing the young man forward to his destiny.

The sending of young George upon the embassy to warn the French out of the upper Ohio Valley at the opening of the French and Indian War may well be considered an event in American history, second in importance to the discovery of the continent. It is the all-important event in our history as a distinct nation, for had that journey not been made the great and decisive conflict between the two then leading nations of the world perhaps would not have been precipitated; the expense of that great struggle would not have fallen so heavily upon Great Britain, and she would not have been tempted to further

oppress the already oppressed colonists with heavier taxes in order to pay her war debts.

The French and Indian War, not having occurred, the colonists would have been left in ignorance of their military power and would hardly have dared to throw off the yoke of England and taken up arms to fight against tyranny for cause of liberty. The journey of Washington into the country in contention between the French and English was the turning point of the fate of the continent. While this journey was made in the interest of Britain and although she triumphed in the ensuing struggle, her triumph was but an unconscious master-stroke in favor of her American colonies so soon to be endowed with the power and dignity of national existence and free and independent statehood. Had the French and Indian War not occurred or had victory favored the Gallic legions, this country might today be under the Royal Scepter and the crier might be pacing up and down our streets shouting "God, save the King."

Thus is seen the vast import of the perilous journey of the youthful Washington to warn the French out of the upper Ohio Valley. Just why this youth of fate was chosen by Lieutenant-Governor Dinwiddie for the performance of this dangerous trip there are a number of reasons. All through his youth and boyhood Washington displayed those sterling qualities of which great men are made. He could "carry a message to Garcia."

From the time of his birth at the ancestral home of the American branch of the

Washington family at Bridges Creek in Westmoreland County, Virginia, until he was summoned to Williamsburg and sent as a messenger to the French in the "Great Woods," as the upper Ohio Valley was then called, his life was filled with interesting events. At the age of fourteen we see him dressed in the brilliant attire of a British midshipman and taking leave of his mother; but directly in compliance to her tearful pleadings he puts off his martial attire. At the age of sixteen he has become a skillful surveyor and we see him tracing the solitudes of the wilderness surveying the vast estates of Lord William Fairfax, the father-in-law of his half-brother Lawrence. To fully realize the danger attending this arduous task one need only go to the wilds of western Virginia and of West Virginia at this late day. Of that period of Washington's life volumes could be written. At the age of nineteen Washington's mind had again become filled with warlike propensities and we see him an adjutant of the Virginia militia, which thus early was organizing in anticipation of the struggle which was to decide the fate of the great Mississippi Valley and that of the continent. These are but links in the chain of circumstances leading up to his being chosen for the mission into the Ohio country, to the command of the party which fired the opening shots in the French and Indian War, to the final success of the British arms and, finally, to the downfall of British dominion in America.

By 1752 a number of important events had occurred in the upper Ohio Valley. In 1749 the Ohio Company, composed of Virginian and wealthy London merchants and speculators, was organized and had received a grant of the country lying between the Monongahela and the Kanawha rivers on the southern side of the Ohio. As soon as this company attempted to establish trading posts in the region, the French Governor General of Canada sent Celeron de Bienville down the Alleghany and the Ohio to take formal possession of the region. These doings of the French awakened the liveliest solicitude throughout the colonies and in England, and then it was that the British Ministry directed Lieutenant-Governor Dinwiddie to send "a person of distinction" to request of the French an explanation of their movements and to warn them to leave the region. By this time Washington was in close touch with

the Virginian government and Dinwiddie was not long in selecting him for the performance of that important mission; nor was his selection a matter of chance as contended by some historians. There never was an era or an event in the history of the world which demanded a certain type of man for an emergency that did not produce a competent man, and so it was with this opening event of the French and Indian War. At the time of this trip Washington's character was just assuming that inflexible trend indicative of fully developed manhood. The journey in many ways made the man and paved the way for his future greatness. When we observe the fact that through the successful performance of this, his first public commission, Washington became the real inaugurator of the French and Indian War which made possible the American Revolution, we cannot but believe that some higher power than human was ever with him working out the circumstances which ultimately resulted in the rise of the great and glorious country which now calls him father.

On November 1, 1753, the very day on which he received his commission, Washington set out from Williamsburg. At Winchester he was joined by Henry Seward, Barnaby Curran, Jacob Van Braam, William Davidson, John Carpenter and John McGuire, and the party hastened on to Wills Creek, now Cumberland, where they were met by Christopher Gist and two friendly Indians. On November 15th the little party plunged into the trackless forest and Washington was off on his famous mission. At every point the journey was fraught with danger. Journeying sometimes on foot and sometimes on horseback the little party crossed the mountains and reaching the Little Yough constructed a raft on which they floated down the Youghiogheny and the Monongahela, and on the 21st reached Frazer's trading post at the mouth of Turtle Creek, and two days later they reached the "Forks of the Ohio." Washington was the first person to give a description of this spot, which later became such a pivotal one in the destiny of the great Mississippi Valley; the spot over whose blood-consecrated soil has successively waved in victorious possession the flags of three nations and the banners of two provinces, and the spot whereon are now being wrought mechanical revolutions

which, when some Gibbons or Macaulay shall rise to portray the honors and triumphs of mankind in the fields of industry, shall far outrank the warlike scenes enacted there in earlier days.

Washington at once saw the military importance of the place and it was on his recommendation that the site of the present city of Pittsburg was selected by Captain Trent for the first English stockade in the Ohio Valley.

One of the duties assigned to Washington was to confer with the Indians of the western region and if possible secure their friendship. For this purpose he went to Logstown, an Indian village on the Ohio a few miles below the forks, and there held a council with them. While the chiefs would make no promises they sent a party with him to the French forts near Lake Erie. When he and his party arrived at the mouth of French Creek they found the French had already erected a fort at that point. When Washington offered his commission and letter to the commander of that post, Captain Joncaire, he refused to accept them but referred him to Captain Reparti, the commander of the French forces in that region, who was then at Fort Le Boeuf. With a French escort, under La Force, Washington and his party with the Indians set out on December 5th, and two days later arrived at Fort Le Boeuf. The commandant of that post, Chevalier de St. Pierre, received him with the same civility as had the commandant at Fort Venango, but would not receive his letters. Soon Captain Reparti arrived and to him Washington presented his message and credentials and at last had the satisfaction of having them accepted. At once a council was held and it was decided to refer the communication of Dinwiddie to Marquis du Quesne, the Governor-General of Canada. Reparti informed Washington that his orders were to hold the region and that until he received further instructions he should endeavor to obey these orders.

Having waited until the 16th of December and seeing that it would be weeks until the reply of the Governor General could be received, he resolved to return to Virginia. In the meanwhile the French had been using every means to induce the Indians to desert Washington, who realized the necessity of getting them away. He experienced much trouble in inducing the half-drunken Indians to resume the homeward journey. On the

17th, however, the whole party set out, but at French Creek he was compelled to leave the Indians behind. A little farther on Washington and Gist, leaving the remainder of the party to come on by slow marches, set out on foot and by the shortest route hurried across the country to the "Forks of the Ohio." Resigned to Providence, the two pushed on through the gloomy, trackless, snow-clad forest day after day. On the 23d when near an Indian village appropriately named Murdering Town, Washington had a narrow escape from death. A treacherous Indian whom they had secured as guide fired at him from a distance of twenty paces, but luckily the aim was bad. After having eluded the savages in pursuit, Washington and Gist finally reached the Alleghany on the evening of December 24th at a point within the present limits of Allegheny City.

They found the river still open, and set to work to construct a raft. They had but a single hatchet, which no doubt was a far worse affair than the apple-tree hatchet; but finally the rude craft was finished and in the dusk of that long ago Christmas eve, Washington and his companion pushed out upon the icy waters of the Alleghany on their perilous voyage. Could this passage of the Alleghany have been a forerunner of that other perilous water voyage Washington made just thirteen years later, much to the disgust and discomfort of the British and Hessians at Trenton?

According to the story, Washington and Gist each held a long pole with which to guide the raft, Washington ahead and Gist astern. When they reached the middle of the river, a great cake of ice struck the pole held by Washington throwing him into the freezing water. With the utmost difficulty he regained the raft which in the meantime had become unmanageable. That they would be carried down to the Ohio seemed a certainty, but finally the raft was driven upon an island nearly a mile below the starting point and there in his wet clothes the youthful soldier spent a bitter Christmas eve. Should you ask the learned of the cities of Pittsburg and Allegheny to point out to you this island, none can tell you aught of it. Sail down the Alleghany River today and no island greets your eye. This historic island was once known as Wainwright's Island, but long ago it became a part of the mainland and is now the "Lost Isle of the Alleghany."

The next morning the channel between the island and the mainland was frozen over and our heroes continued their journey and soon reached the wigwam of the squaw Alliquippi, on the site of McKeesport, at the mouth of the Youghiogheny River. As she expressed much concern because Washington had not stopped there on his outward trip, he made her a present of a watch coat and a bottle of rum. In his journal he remarks that the latter seemed by far the more acceptable gift. From that place Washington hastened on toward Virginia. At Gist's settlement, forty miles up the Yough River, he met Captain Trent and a party with material for a fort, and in accordance with his advice they proceeded to the "Forks of the Ohio."

Washington arrived at Williamsburg on January 16th, 1754, after an absence of just eleven weeks. The governor listened with interest to the narration of the remarkable occurrences of the trip and was delighted with the young man. The boldness, energy and prudence with which he had met and overcome dangers and the ability he had manifested in the discharge of his trust sank deep into the hearts of the commonwealth, and his written reports were published and read with applause, not only in the colonies, but in England as well. This trip may in many ways be considered the real beginning of Washington's fortunes, and from that time he was the rising genius in the Virginian colony and soon became the spirit and hope of the united colonies.

\* \* \*

The information conveyed to Virginia by Washington on his return from the French forts made it evident that the long impending struggle was now close at hand. Washington was at once commissioned colonel, and as second in command of the Virginian forces was ordered over the mountains. He collected his command at Will's Creek (Cumberland) and there on the 25th of April, 1754, he received information of the capture of the redoubt at the headwaters of the Ohio by the French under Conracoecur. Six days later he set out with his command which now numbered about 100 men. On May 24th, the little army reached the Great Meadows, fifty-five miles from the "Forks of the Ohio," and at once the erection of a fort at that place was

begun. Previous to this Washington had information that the French were watching his movements, and on the night of the 27th a messenger from the camp of Tanacharison, or the Half King, a friendly Indian chief, conveyed the intelligence that a party of French had been discovered in hiding in an obscure mountain retreat a few miles away. With forty men Washington at once set out for the Indian camp. The night was dark and the rain fell in torrents, but the camp was located by the aid of the Indians. At daybreak the French were taken by surprise and in a battle of fifteen minutes the French leader and nine of his men were killed, the remainder surrendered.

Thus was fought the first skirmish in the last of the intercolonial wars, and the shots which rang out upon the misty air of that far distant late May morning are among the most famous in history. Aside from precipitating hostilities in the French and Indian War, which extended to both sides of the Atlantic, this skirmish was the signal for two great revolutions, for the struggle which gave to America her independence and for the one which swept away the feudal institutions of Europe. It is a circumstance to be noted that, while the capture of the "Forks of the Ohio" by the French on April 17th, 1754, is generally regarded as the beginning of the momentous struggle, yet not less noteworthy is the fact that the first gun fired in the first collision of arms in that struggle was by the order of Washington and under his immediate command. Some historians even assert that Washington himself fired the first shot in the opening skirmish. Be this as it may, the dead French leader was laid tenderly to rest in a shallow grave made by Washington's own hands, and there to this day, marked by a pile of stone surmounted by a cross which tells of his creed, if not his nationality, can be seen the grave of Jumonville. Washington has always been much maligned by the French for the part he took in this skirmish, but, on the other hand, his action has been generally commended by the English.

After this preliminary skirmish Washington rejoined his main force at the Great Meadows, where he erected and manned a fort, naming it "Fort Necessity." On July 3d the French appeared in great force before this place, and the next day, a day which later became such a glorious one for Americans, Washington was compelled to

capitulate. He, however, obtained most honorable terms, and in spite of the thirst of the French for his life in order to avenge the death of Jumonville, Washington was allowed to lead off his men, with all their arms, artillery, ammunition and provisions. However, it must have been with some misgivings that Washington led his enfeebled command over the mountains, leaving the banner of France floating over every fort and mission-house in the great Mississippi Valley; and this, his first bitter experience in the uncertain art of war, must have made a lasting impression upon him.

The site of old Fort Necessity, where for the first time Washington heard the clash of arms in a real battle, where he first suffered defeat and where he made his first and last surrender to an enemy, is a place well known in the mountains. This spot, now hallowed in the history of three great nations, is on the farm of Geoffrey Faucebaker, on the National Pike, just west of Farmington, and in days gone by thousands have passed by without a thought that here were sown the first seeds of our national independence. In 1826 La Fayette came to visit the spot and climbed up the mountains to mark the grave of his countryman, Jumonville, and among the worshipers at this shrine have been Jefferson, Hamilton, Jackson, Harrison, Webster, Clay, Calhoun and other builders of our nation. On July 4, 1854, the cornerstone of a monument was laid, and now at this late day the patriotic Daughters of the American Revolution are to appropriately mark this hallowed spot.

The events of Washington's second trip into the upper Ohio Valley were of far-reaching consequence. They became the topic of conversation in London and Paris. Although Washington failed to dispossess the French of the "Forks of the Ohio," the key to the great Mississippi Valley, his first military campaign had every appearance of success. On his return to Virginia he was received with great enthusiasm. The House of Burgesses voted him a vote of thanks and the governor complimented him.

Washington, now chief in command of the Virginian forces, was commissioned lieutenant-colonel, and he at once began to raise troops and organize the militia. When, in February, 1755, General Edward Braddock, commander-in-chief of the land

and water forces in the colonies, arrived the colonial troops were organized upon new lines which made the colonial officers inferior in rank to the regular officers. Washington at once resigned, but was later induced to accept a position on Braddock's staff, and in that capacity he made his third trip into western Pennsylvania. The story of this ill-fated expedition is too well known to be here narrated. From the time the imperious Braddock touched our shores until he received his death wound upon the banks of the Monongahela, he never ceased fuming and fretting and swearing at everything American. While he continually scorned Washington's advice before the battle it was to him that Braddock gave the orders for the retreat, and Washington read the burial service over the body of the mistaken, wrong-headed British leader's grave. On the old National Pike, a few miles east of Uniontown, may still be seen the grave of Braddock. The body of this commander was interred in the road, and in 1802 the bones were unearthed and for a time were on exhibition in a Philadelphia museum. Later the bones were reburied where they now rest.

After the defeat of Braddock, on the very spot whereon is now located one of the greatest ironworks in the world, Washington saved the panic-stricken troops from annihilation. He it was who drove away the specters which in the night haunted the fleeing men, who drove away fear and despair and who led out of the wilderness the relics of Braddock's folly. It is doubtless whether, in defeat or victory, Washington was ever more impassively himself than in the days intervening between the battle of Monongahela and the termination of the retreat at Alexandria. During the battle he was exposed to the utmost danger, but came out unscathed. It was during this expedition that Washington first met Gage, whom he later met under different circumstances. Gage, like Washington, urged Braddock to adopt the Indian method of fighting, but the advice of this future commander-in-chief of the British forces in America was treated with the same contempt as was that of the man who was designed to lower the British flag in the New World.

With the return of the broken army over the mountains Washington's connection with it ceased. Soon he was appointed

to the chief command of the Virginian troops and with headquarters at Winchester he devoted the next few years to organizing and drilling the militia. In 1758 a second expedition was sent out against Fort Du Quesne, and it was with this successful expedition of General Forbes that Washington made his fourth trip into western Pennsylvania. While on his way to join Forbes a highly important event in his life occurred. He was met on the road by an old friend, Major Chamberlayne, who induced him to dine with him. There it was that he first met Mrs. Martha Custis and it was a case of love at first sight. For once it could be said of him, he disobeyed orders, for, basking in the smiles of the charming woman, he tarried until the next day.

He and his band of 1,200 Virginians joined the expedition, and with Col. Henry Bouquet led the advance division. Until the fall of the French stronghold Washington was among the active leaders of the expedition, but when he saw the English Fort Pitt rise o'er the ruins of the French fort, he left the army and hastened over the mountains toward Virginia and a few weeks later, on January 6th, 1759, there was a brilliant wedding in a little country church not far from Williamsburg.

It was during the Forbes expedition that Washington met with what in later years he declared to be the narrowest escape from death he ever had. This occurred while the army lay at Fort Ligonier, about fifty miles east of Fort DuQuesne. A detachment under Col. Hugh Mercer had been sent out against a party of French and Indians and, heavy firing being heard at the fort, it was thought that Mercer had been repulsed, and Washington, at the head of a body of Virginians, immediately marched to his relief. In the meantime, however, Mercer had repulsed the enemy and had set out to return to the fort. The two parties approaching each other in the dusk each mistook the other for the enemy and a heavy firing was at once begun. In order to stop this melee Washington rushed between the two lines and beat down the pieces of his men with his sword and thus exposing himself to the utmost danger. Before the firing could be stopped a score of men had been killed and many wounded. This melee occurred about two miles up the Four Mile Creek and three miles from Fort Ligonier, and the common grave wherein rest the bones of the victims of this

blunder still bears silent acknowledgment.

Before his return from his fourth trip into western Pennsylvania, Washington had been elected a member of the Virginian House of Burgesses, and at the end of the session of 1759 he took his bride to Mount Vernon, to which estate he had fallen heir, and for nearly a dozen years he lived the quiet life of a farmer. In September, 1770, he started upon his fifth trip into western Pennsylvania. On his way he stopped to visit the scenes of his early military life and arrived at Pittsburg on October 17th. While there he stopped at the public house of Samuel Semple, and during his short stay he visited every one of the twenty houses which then made up the village of Pittsburg. From Pittsburg Washington went to the lodge of Shingiss, an Indian chief, the friend of Washington on his former visits, and then he continued on down the Ohio to the Kanawha, returning to Virginia by way of that river. His main purpose in making this trip was to inquire into the practicability of connecting the waters of the Potomac with those of the Ohio or its tributaries, and he thus became the prime mover in this question of internal water communication which later attained such a wide development. On his return from this trip Washington became interested in the preliminary events leading up to the Revolution, and soon he plunged into that great struggle.

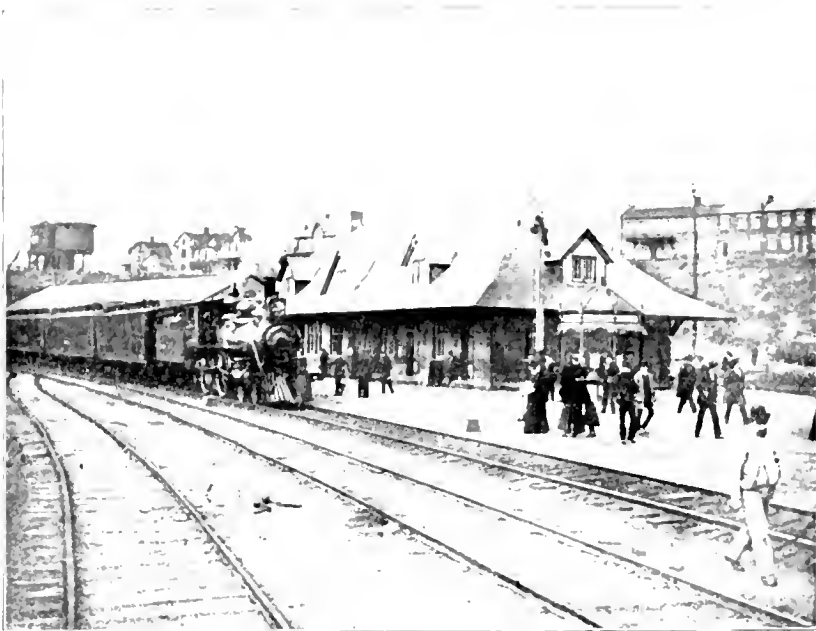
Washington's sixth and last trip into western Pennsylvania was made in the fall of 1781. By that time he had come into possession of considerable land in the upper Ohio Valley and he desired to survey these lands. In August of that year he set out with six companions and traveled by foot and horseback more than 800 miles. En route he was the guest of Albert Gallatin, Secretary of the Treasury under Jefferson and Madison, who then lived at New Geneva. The Great Meadows and the other scenes of his early military exploits were now included in his estates and all these places were visited. The old Gallatin house at New Geneva can still be seen, and a mile back from the Monongahela at Fayette City the visitor can still see the old Cook mansion at which Washington was a guest and which is still preserved intact. The stone from which Washington made a speech is pointed out with pride, and only a mile away is the quaint old village of Perryopolis, which

was laid out and named by him on the occasion of this, his last visit to western Pennsylvania.

On this last trip over the mountains we see Washington again engaged in his early occupation of surveyor, at the age of fifty-two years running the lines of his own lands in just the same manner as when, thirty-six years before, he had surveyed the vast estates of Lord Fairfax in nearly the same region. It is hard to realize this intrepid soldier, this supreme great commander, this consummate statesman, the Father of our Country, the sublimest hero

of his age, as a humble surveyor. It is as if King David, after the triumphs of his great wars, had come down from his throne, had laid aside his royal diadem and was again the shepherd boy of Judea. But Judea had no such flocks as has since grazed upon the hills of southwestern Pennsylvania, and the heart of Zanzibar has no such verdure as then clothed hill and dale, and the two months spent by Washington in western Pennsylvania and western Virginia in the autumn of 1781 must have been pleasant ones; they must have recalled to him many charming recollections.





BALTIMORE & OHIO RAILROAD STATION AT CONNELLSVILLE



BIRD'S EYE VIEW OF CONNELLSVILLE ALONG THE BALTIMORE & OHIO RAILROAD



# MASTER KEY OF THE IRON AND STEEL INDUSTRY.

BY MALCOLM M'DOWELL IN RECORD-HERALD, CHICAGO.

"Old King Coal was a merry old soul,  
Right a merry old soul was he;  
'Till along came Coke, the crusty old bloke,  
Blowing hot air e-equal-ee."

ALTHOUGH coke is produced in twenty-six states and territories, that district where nearly sixty years ago two experimental coke ovens proved successful is still the great coke-producing territory of the world. This is the celebrated Connellsville district of Pennsylvania. Here there are whole brigades of men and thousands of ovens working night and day to produce that which some people call mineral charcoal. Coke is soft coal from which the gases have been expelled, and this is accomplished by heat in an inclosed oven. There is much similarity between the making of coke and charcoal, for both are burnt without air.

Cokemaking today ranks as one of the great industries of the United States, and there is no question but that it has revolutionized the iron and steel trade in the world. The man who first made coke in the Connellsville region of southwestern Pennsylvania never dreamed that his few bushels of coke and his two ovens would expand and grow until today the output of that territory is measured in millions of tons and the ovens are counted by the tens of thousands. It was coke which, after all, made Pittsburg the center of the big iron industry of the country.

The coal seam which furnishes the coal for Connellsville coke extends along the western slope of the Chestnut Ridge of the Alleghenies, centering at Connellsville, Pennsylvania, on the main line of the Baltimore & Ohio Railroad between Cumberland and Pittsburg, and extending southward into West Virginia and Maryland. This coal district is only about five or six miles wide, and the whole region covers about 100,000 acres.

This little patch of land is the center of interest of blast furnaces and foundries and of the iron and steel makers generally, for whenever there is a big strike there or whenever anything happens which restricts the output of coke the iron and steel busi-

ness of the entire world feels a depressing effect.

\* \* \*

To make coke two things are necessary - the right kind of coal and the right kind of water. It happens that this combination is at its best in the Connellsville region. The coke ovens are always a part of the coal mine, and these ovens stretch out from the shaft top on either side of the railroad tracks, built so close together that the "bank" looks like a wall of masonry, in which at intervals are low arched windows. These windows are the doors of the coke ovens. A narrow-gauge track runs over the bank of ovens, and on this track travel the small dump cars, which are called "larries," which bring the coal from the shaft top to the oven.

In the old days mules and horses drew these larries, and then small locomotives came into use, but now in some of the places the electric motor hums and buzzes over the top of the coke ovens. Electricity is cutting a large figure in the manufacture of coke. The incandescent electric bulbs light the mines. Electric motors bring the coal to the surface and operate the tipples which dump the coal into larries. The electric current energizes the coal-cutting machines, and the electric "mole" hauls the coal cars along the subterranean roads to the shaft. Automatic electric machinery is used for drawing the coke out of the ovens and for loading coke into cars and taking the place of manual labor. It is in the Connellsville district where these improvements have come nearest to reaching the point of perfection in the manufacture of coke.

\* \* \*

There is nothing very mysterious about the making of coke. It can be described in a few words by saying that the coal is put into an inclosed oven and is there burned from forty-eight to seventy-two hours. While it is in the oven the soft



DRAWING COKE FROM FURNACE



ONE OF THE MANY COKE FURNACES ON THE LINE OF THE BALTIMORE & OHIO RAILROAD

coal changes into a metallic sponge, and this metallic sponge, after being cooled with water, is the coke of commerce. In the Connellsville region the coke ovens are of the beehive type, from ten to twelve feet in diameter and from six to eight feet to the top of the arch, and are built of stone or fire brick. There is an opening in the top for charging and for the escape of gases while the coking process is going on, and a door through which the finished product is drawn.

During the coking process this door is kept closed. From three and one-half to four tons of coal are "charged" into the oven, and after this coal has been leveled it lies on the floor about two and one-half to three feet thick. This leaves enough space in the oven for the accumulating gases and for the swelling of the coal while it is being coked. When the oven is charged the coal is leveled down and the doors bricked up, and all chinks and openings closed with loam, except a little space around the door. The heat of the oven—for one charge of coal is put in almost immediately after the finished coke is withdrawn—ignites the coal. There is a distinct puff, something of an explosion, when the charge is ignited. For twenty-four hours the gas is allowed to escape from the oven, and then it is closed. If it is desired to make the ordinary furnace coke the coking process is continued for forty-eight hours. If foundry coke is desired it is extended to seventy-two hours.

\* \* \*

The purpose in making coke is to evaporate all the water in the coal and all the hydrocarbon and sulphur. This leaves what is known as a fixed ash and carbon and such sulphur as cannot be gotten rid of by the process. Here is where the necessity for pure water comes in, for if the water used in cooling the coke after it is drawn from the furnace contained sulphur or any other substance which would be deleterious in the making of iron the porous mineral sponge would absorb the sulphur and would injure

the iron or steel to the extent of the amount of sulphur absorbed.

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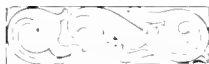
The coke yield is about 66 per cent of the coal charge. Manufacturers of coke are experimenting and spending much money in seeking to utilize the by-products. Coke crushing was a decided innovation a few years ago, and coke crushers, each having a capacity of 2,000 tons per day, are kept busy breaking up the coke into sizes which correspond to anthracite coal. This is shipped all over the country, not only for manufacturing but for domestic use. Crushed coke is now an avowed competitor of hard coal for domestic purposes and its sale is being energetically pushed.

It is said that a fortune awaits the man who will invent a system which will produce coke equal to Connellsville coke out of Illinois and Indiana coal. Only a short time ago Col. Joseph Leiter made a test of coke which he had made from the southern Illinois coal. It was reported that this coal could be successfully coked, but Colonel Leiter has not made public the result of his experiments. It is admitted even by Connellsville coke men that the manufacture of coke has not reached its highest development; that there are by-products which can be saved which would give an income of from 60 cents to \$1 more per ton.

\* \* \*

Immense quantities of gas are wasted in making coke, for no efforts are made in the Connellsville district to utilize the gases given out in the process. In Boston, however, coke is made and the gas is used as a by-product, and in Cleveland, O., and Chattanooga, Tenn., and other industrial centers coal is made into coke for furnace and foundry use and the surplus gas is disposed of for illuminating and fuel purposes.

Some idea of the magnitude of the coke industry can be gained from the statement that over 15,000,000 tons of coke are made annually in the Connellsville region alone.





## I WANT

BY W.

Suggested from the above interesting

**I** LOVE my country very much  
A love that's good and true  
I never loved a land before,  
I don't mind telling you.  
I'm not like all these other folks  
This office-seeking mob.  
I simply wish to show my love  
I want a job!

You know that I'm a patriot  
And brave the tyrant's frown.  
I've got the proper evidence  
From people in my town.  
I cheer the bonnie stars and stripes!  
I'd die without a sob  
If I could keep them waving high  
I want a job!



By courtesy of Collier's Weekly

A JOB.

SBIT.

h of a daily scene during Congress.

I've been a good old wheel-horse now  
 For pretty near a year.  
 Remember, Mister Congressman,  
 I helped to put you here.  
 I love my country more than they  
 Who never felt the throb  
 Of this affection deep of mine  
 I want a job!

Whene'er I muse upon my land  
 My heart with pride is full.  
 I'm willing now to serve her well  
 Besides, I've got a pull.  
 There's nothing mercenary in  
 My love - no sir-ree Bob!  
 I simply want that love returned  
 I want a job!



OLD WOOD CUT SHOWING HARTLEY'S FERRY AT TIME OF BEAUVEN'S RAID

## JOHN BROWN'S PAPERS CLEAR UP MISTS OF HISTORY.

LETTERS RECENTLY FOUND NOW THE PROPERTY OF THE LIBRARIAN OF VIRGINIA.

FROM THE RICHMOND, VA., "TIMES" SUNDAY, DECEMBER 25, 1901.

WHILE revealing many facts of importance to the historian, the newly discovered John Brown letters, which are now made public for the first time through the enterprise of *The Times*, are chiefly interesting, possibly, as reflecting the tremendous feeling which was aroused by and which preceded the execution of Brown. At that time the United States was trembling on the brink of its greatest crisis, the Civil War, and, say the writers of history, possibly no incident was more directly the cause of this war than was the John Brown case. After having been lost to the world for forty-one years, these papers, as given now, are of eminent interest, as clearing away the mists of history.

There are only a few less than a hundred of these letters, and everyone, to the student, is of importance. One is blood-stained, grossly so; but still more precious a sheet of letter paper, bearing notes in the handwriting of the prosecutor of the Brown band and giving the names of those leaders in it as revealed by Brown himself, is in the lot. Among the writers of the letters generally were cranks, fanatics, earnest sympathizers of the cause for which John Brown stood, and the ubiquitous autograph fiend. While the great majority of them are letters of sympathy and promises of relief, there are some scathing denunciations, notably one from Chattanooga, Tenn., for outrages in Kansas.

For the relief of Brown and the cheating of the decree of death there are a score or more schemes. Most of these depended upon arms, yet some talk of strategy and others of bribes. Some are threats of kidnaping his prosecutors and holding their lives against his, and nearly half a hundred promise that he shall be saved from the gallows at any cost. Various forces, ranging in numbers from 25,000 to five men, these letters say, had been organized and equipped to save him, and these promises are in all manner of hand-writings.

In this connection it is interesting to know that not one of the hundred letters

which promised relief of some sort ever fell under the eyes of John Brown. They were all intercepted by his jailers, as were several from the prisoners to friends outside and turned over to Mr. Andrew Hunter, who was the special prosecuting attorney for the State. By him they were used in the famous trial of the marauder. Many of them possessing rare braggadocio and some few in a grim humor were marked in the handwriting of Mr. Hunter as "Nonsense," "Absurd," with a few other similarly expressive adjectives.

There are, too, several cipher letters in the lot. One of these is absolutely undecipherable, thus far. It appears to be a combination of shorthand, telegraphic signs, Greek letters, punctuation marks and arbitrary signs. It is doubtful if John Brown possessed the key to this. Other of the ciphers are ridiculously simple and absurd, some being merely the reversal of the spelling of words, others being letters according to number, the simplest of all ciphers, and still another, which, by the way, is largely used, being cabalistic signs, used mainly as signatures, which are, of course, undecipherable.

In this mass of matter possibly the most interesting of all is the "List of insurgents as furnished me by Brown and Stevens at Harper's Ferry," which endorsement is signed "A. H.," meaning Andrew Hunter, and a vivid description of the capture of some of the Harper's Ferry raiders in the words of one of the prisoners, the negro Copeland. At the same time this list was given to Mr. Hunter, John Brown must have revealed all the inner workings of the gang, of which he was the head, because on the sheet of paper, where the names were merely penciled, is a note in Mr. Hunter's hand, stating that the organization had a constitution and ordinance. Beyond this no light is thrown on the workings of the Brown gang.

The description of the capture and extermination of the band of men under the leadership of Captain Kaga, as told by Copeland, the negro, is exciting. It seems

that Captain Kaga, Leary, a negro and Copeland were surrounded in a building and attempted to escape by swimming the Shenandoah River. Kaga, the white leader of this small party, was in front, and the fire of the rifles was concentrated on him. He was shot, and sank, as escape was only a few feet away. Leary was also shot, but lived several hours, and Copeland, shot in many places and fearfully mutilated by the bullets, was swept ashore, where he was captured. He was taken to prison, where he wrote this letter.

Possibly the most pathetic of all the letters were those of the friends and relatives of John Brown and those written by Copeland and Stevens from the prison. Stevens particularly dwelt on the agony which must follow to his mother and family at his plight, and spoke pitifully of the conduct which placed him in such a plight, at the same time upholding the justice of the cause for which he was hanged. In their very humor the letters of Copeland were pathetic. A virile, sarcastic strain underlies these letters, and there is a boldness in the signature which shows a man unafraid.

The "list of insurgents" as given by Mr. Hunter now sees the light of day for the first time, so far as known. Even the official documents of the time did not embrace this list; therefore it is of more vital historical interest than any other paper in the lot. This list is classified, whites and blacks being separated, and in full is as follows, being hastily scribbled on an ordinary letter sheet :

WHITES :

John Brown, New York.  
Aaron C. Stevens, Connecticut.  
Edwin Coppee, Iowa.  
Oliver Brown, New York.  
Watson Brown, New York.  
Albert Haslet, Pennsylvania.  
William Lemon, Maine.  
John Cooke, Connecticut.  
Stuart Taylor, Canada.  
Charles P. Tidd, Maine.  
William Thompson, Maine.  
John Kaga, Virginia and Ohio.  
Jerry Anderson, Indiana.

NEGROES :

Dangerfield Newby, Virginia and Ohio.  
O. P. Anderson, Pennsylvania.  
Emperor, New York.  
Leary, Oberlin, Ohio.  
Copeland, Iowa.

Lightly the letters touch upon the connection of Fred. Douglass, possibly the

most famous negro this country has ever produced, with the movement headed by John Brown. Indirectly, they state that he was not an active aid in the organized movement; that he sympathized with it, but he stated in Canada just before he fled to England that he did not approve of John Brown's raid at Harper's Ferry. It seems that when he fled from this country Douglass was lionized in Canada, although at that time watched closely by a representative of Mr. Hunter.

Other detectives were also employed by Mr. Hunter, one of them signing himself "Nemo," making frequent reports from various points of the country. Predictions of the great civil strife which broke out in all its fury in 1861 were made freely, one man from the West going into details and explaining that an armed body of 80,000 men, well trained and drilled, was then in existence there for the crushing out of slavery. These letters were all written in 1859, not one of them bearing date later than December 1st, the day before the execution.

Letters written by the prisoners all state that up to the last John Brown was cheerful and seemed content to die for what he had done. He was always in good humor and had a cheerful word for every one. This spirit of cheerfulness extended to all the prisoners, and, apparently, judging from the letters, they went to their death willingly. Brown could not have known of the many promises of succor which had been made, and judging from the letters one would imagine that he had no idea save that of death. He was hanged on December 2, 1859. The other prisoners met death on December 16th of the same year.

There is, by the way, only one mention made of the "underground railroad" in all the letters. This is brief, however; merely a passing mention.

Spiritualism, since grown so popular, held a firm foundation at that time, at least two of the letters to Brown, purporting to give him spirit messages and prayers dictated by the spirits to be said on the gallows. Several newspaper clippings touching on the case are enclosed in the various letters, most of them condemning the South and the Southerners for the punishment of John Brown.

Every letter is in remarkable shape. Their preservation is striking, considering the fact that they have been hidden for



more than forty years—in fact, must have been put away just before the execution, many of the written sheets being perfectly white, with the ink well preserved. Some are, of course, yellowed with age and the ink has faded, but others are in perfect condition. The old-time yellow envelope with the three-cent stamp on it was used mostly, but in some cases the letter itself had been folded to envelope size and sealed with wax, the name and address of the person to whom it was sent being placed on the letter sheet.

Those letters which are most important are reproduced, wholly or in part, below. Some of these possess historical interest, others are the freaks of the many brains which were at one time concentrated on this famous case.

First is given the letter signed "F. G. W. Moundling, commanding," bearing date of November 17th, and coming from Columbus, Ohio. It is addressed to the "sheriff of Allentown, Va.," and is as follows:

"I should like to know what bribe you would take to release Brown. He must be released! It will never do for your authorities to harm one hair of his head. The sooner you release him the better it will be for yourself and a number of your citizens. If you do not RELEASE HIM you will be caught \* \* And by G—d we WILL have him at the risk of our lives. I am speaking the sentiments of the COMPANIES."

On the envelope is endorsed these words, apparently in the hand of the officer who received the letter: "G. W. Moundling, contemptible."

This letter as given below was written by W. P. Smith, master of transportation of the Baltimore & Ohio Railroad Company, Baltimore, November 12, 1859, to Mr. Hunter, apparently in reply to information of a plot which had been discovered to release Brown and his fellows:

"Dear Sir: The President has handed me your letter of 10th inst., covering precaution against an expected attempt at rescue of the State prisoners at Charlestown.

"He desires me to say to you for him that the matter will receive our most thorough attention, and that a special messenger will at once pass over our road discreetly advising agents and conductors to be fully alert in detecting and advising you of suspicious parties.

"He further says that we have and shall continue to decline all requests looking to excursions or reductions of fare to parties proposing to attend the execution—offers for which have been made from Boston and elsewhere. We will at once arrange to advise you by express from H. Ferry should occasion require."

Tersely described in an endorsement as "nonsense," the following is one of the

queerest of the Brown letters, the cipher being hieroglyphic and totally unintelligible:

"Dear old John: I take this opportunity to adress you through the mail though I should like very much to adress you face to face as I have some very interesting news to YOU, at least. WE (you understand) have not been idel since we heard "that." You of course will not know anything about this letter if it SHOULD fall into the hands of the "Philistians" never heard of me. We came to N. Jersey among "our SET" who will be "AROUND," r x — the 25th this month They will not expect opposition from Jersey so WE came here to be unmolested by idle inquirers—he ready to leave 25 3x-3 1.2 ?? if pass settle his hash—"They cant understand this except the numbers you of course being mum or all our plans fail, lifeor death. This is sent and written in this open manner so as to prevent there seeing and opening it. if they should open it then good bye to New Jersey for us and look out for a 2 ? — 1.3."

Here follow the hieroglyphics, apparently an arbitrary cipher code.

Following is a mention, the only one in the letters, of the underground railroad:

"Connecticut,  
Canton, Decb. 12th, 1859.

"To the Governor of the State of Verginy and all others home it may concern. When you have disposed of cook and others engaged in the Massacre at Harper's Ferry you may have Blare, and if the Govoner refuses to give him up the collinsville Boys will send him on by underground Rail Road.

"ONE OF THEM."

In a separate package, endorsed "Written by prisoners, intercepted," is one to "dear Elias," written in a trembling, uncertain hand and signed boldly, in a totally different hand, J. A. Copeland. In this letter Copeland says:

"Through the grace of God fears of the gallows have disappeared, and he looks upon his approaching death on the gallows as a death on a throne. Pathetically he added: "It is true that when I think of the dear, dear friend that I must leave I long to live that I may be with him yet a little while longer, and when I think of my poor mother and father, whose hearts are filled with sorrow at the fate of their poor son, I cannot, let me try as hard as I may, keep from dropping tears, knowing that I might have saved them the misery and woe with which their hearts have wrung."

Further he says that the outbreak at Harper's Ferry was immediately unfruitful, but was the real birth of a struggle which would free the slaves. This was written just a few days before the execution.

A. D. Stevens signs another of the letters in this separate package. It is addressed to "Doc. Gill," and is dated December 10th. He says, cheerfully: "I am as hearty as a buck and my wounds are well, but they have left me rather disfigured, for I cannot laugh except on one side of my face; the other has a partial paralysis,

as the doctor calls it. I suppose it looks rather funny to be laughing on one side and the other as sober as a 'deaken.'"

He continues: "I think Cook, Tidd, Copeland and Green will go to the 'spirit land' next Friday, and I expect to follow soon, so we shall not be parted but a very poor, short time." He says in a P. S.: "The old man was as cheerful on the morning he left as I ever saw him. I felt rather bad to see the old man die in that way, for I believe he had the rights of all at heart, but so we go passing away." By old man it is presumed he means John Brown.

In another letter, addressed to Uncle James, Stevens wrote as follows: "I hope that you do not think that I have forgotten you nor aunt," and still maintaining his spirit of cheerfulness, says he expects to "dance on nothing" very soon, and that he had rather die for trying to be good than evil. He says all the men are cheerful and happy, although their time is close at hand.

The first description of the fight at Harper's Ferry is given by Copeland in another of his letters. He says: "Well, when we came to the Ferry, we were put under the command of Captain Kaga, and sent about half a mile from the place where Captain Kaga and men were stationed, The Hall Rifle Factory. This was about 10 o'clock at night. We remained there until Monday, about 2 o'clock P. M., waiting for orders from Captain Brown, without receiving any.

"At this we discovered we were being surrounded by men, when Captain Kaga gave orders to leave the building and make our escape, which we accordingly did. But upon getting in the road at the back of the building we had occupied, we discovered that our only means of escape, if any, was to cross the Shanandore River, which we tried to cross. On entering the river, we turned and fired one round at those who had by this time opened a hot fire on us from all sides.

"Captain Kaga succeeded in getting about two-thirds across the river when he was shot through the head and sank. The whole fire of at least fifty men was turned upon Leary and myself, when he, being next to Kaga and in advance of me about ten or twelve feet, saw that there was no possible chance of escape, climbed on a stone that was near him and turned his back to those on the side of the river to which we were

trying to escape, and was shot through the body. He did not die until about ten hours afterwards."

Copeland was captured and taken to prison. He signs this letter John A. Copeland. It is addressed to Mr. Addison M. Halbert, Oberland, Ohio. This is the last of the letters from prisoners.

In another letter the prediction of the last of slavery was made by Mr. F. Woodruff, of Ann Arbor, Mich., in the following words written to John Brown:

"The sentence and execution of you and your companions will actually be the sentence of the slave power, and the execution will not be delayed. Let this cheer your dying hour. A God lives, so shall this be and God shall bring it to pass."

Further Mr. Woodruff says that he learns that John Brown's family will be left in destitute circumstances and says that he will relieve them.

Another writer, who signs himself "Your earnest friend in the hands of Christ and liberty", says: "Remember, servant of God, martyr of Jesus, that the rope to be put to your neck invites the grasp of omnipotence to strangle utter existence of the monstrous curse of American slavery." This letter is from New York.

From Baltimore, under date of November 24, 1859, a letter signed "John" promises rescue and freedom in part. It is as follows: "We arrived in this city late on Tuesday evening and although we are strangers we were not long in finding a house suitable for our ammunition. I hope you will recognize my handwriting for I have to sign this anonymous. You cannot help it for one who is so dear to you as I am. Ah, could I but speak those words that I ought to speak out free would I be, yet for your good I will not say you shall be free and those black hearted devils shall know and see the error in you.

"We will soon be on our journey to rescue our leader and his brave followers. From this date you shall be free again to head our band in defending our cause. We received \$7 last Wednesday from Mr. John — , of New York, to defray our expenses this far, with the promise of \$1,000 more tomorrow. We want for nothing. I heard from William and his party today. They are doing the work bravely, if they only keep their plans still secret. I hope they may burn the cursed city to ashes.

"I am going to send my (party) for Charlestown as soon as they arrive, and we will not be suspected. We will march from six different points so that if one party is attacked, the other can take them by surprise and rescue you."

This letter is written in a flowery, Spencerian style, and might be the writing of either a man or a woman.

Frederick Brown, a nephew of John Brown, writes from Pocatonga, Ill., in part as follows: "It is with sorrow that I have heard of the affairs at Harper's Ferry, resulting in the death of two of your sons and of the capture and imprisonment of yourself and some of your associates." He says that the event has created a profound sensation throughout the country, and, while he is opposed to interference with slavery, at the same time he admires the boldness and independence of his uncle. He continues: "Although I cannot approve of your acts of armed intention in behalf of slavery at Harper's Ferry, I admire the spirit in which the work was done."

From Watertown, Wis., comes this brief note: "Dear Brown: Do not be discouraged. There are four thousand organized, desperate men, armed to the 'teeth' that will be in your vicinity and liberate you soon. Yours in the glorious cause, Silas P. Wade."

Mr. J. Simpson Africa, who describes himself as a member of the House of Representatives from Huntington County, Pennsylvania, wrote to the sheriff of Jefferson County, Va., telling him at some length of the information he had received, that there were twenty-five thousand men in the mountain ranges adjoining Franklin County, and that these men would attempt a rescue of John Brown. This was probably another type of the braggadocio letters.

There are many letters in the collection telling of armed bodies of men, who were expected to, at various times, attempt the rescue of John Brown. One of these, dated New York, November 21, 1859, and signed Southerner, tells of a combination of abolition societies to save Brown, and adds: "There are plans laid to 'run half' Colonel Davis and send him back degraded with mob, tar and feathers."

Possibly the queerest letter to John Brown is one written by a woman and signed E. B., in which she pledges a society of Quakers to help Brown and the

cause for which he struggled. She "thees" and "thous" him and declares that in certain times it is right "to take the sword." This letter is from Newport, R. I., and is enclosed in a symbolical envelope, on which is inscribed: "God has made of one blood all nations of men."

Here is given one of the absurd cipher letters. It is merely the reversal of the spelling of words, and is picturesque, to say the least:

"Notsob Von 21st 59"

"Raed Nworb.

"Ytnewt fo meht tfel ereh siht gnirom dna ytriht eerht trats yadsrht yeht lliw gnirb uoy htiw meht ro eid.

"Yrneh.  
"S. P. I evah nettirw no siht drac gnikiht uoy dnuoc laenoc ti fi siht si dnuof od ton laever ym eman."

"Wil—— writes from New York, under date of November 29, 1859, as follows: "John Brown, don't give up all hopes of liberation, for I have collected twenty-five hundred men, all in arms, and they have been quietly entering the town for some time past, and on the first, at 12 o'clock A. M., we will make an attack and endeavor to release you."

Mrs. Mahala Doyle, writing from Chattanooga, Tenn., November 20, 1859, to John Brown, says: "Although vengeance is not mine, I confess that I do feel satisfied to hear that you were stopped in your fiendish career at Harper's Ferry in the loss of your two sons. You can now appreciate my distress in Kansas, when you then and there entered my house at midnight, arrested by husband and two sons, took them out into the yard, and in cold-blood, shoot them dead in my hearing. You cannot say you did it to free slaves. We had none and never expected to own one."

One of the most interesting letters, bearing postmark of Boston, and written by Charles D. Gould, gains importance through its possibilities. Gould asks Brown for his signature on the bottom of a sheet of paper enclosed, and across the envelope Mr. Hunter had written as follows: "Evidently intended to forge something above old Brown's signature."

Under date of November 30, 1859, Albert H. Wilson of Brighton, N. Y., wrote to Mayor Thomas C. Green, of Charlestown, Va., as follows:

"I have been informed by the most reliable authority that a secret council or meeting has been held in a house on John

Brown's tract, a vast wilderness in northern New York. The Harper's Ferry affair called them together, and a large number of desperate characters volunteered to avenge the death of Brown and party with revolvers, fire and poison.

"A secret agent has been sent to Montreal and other cities after strychnine, arsenic, aconite, prussic acid, etc., which are to be put in wells, cisterns and in the hands of discontented slaves."

He says a storm is brewing and it is best for "you to prepare at once for the encounter and avalanche of midnight cut-throats, house and barn burners and poison distributors." He adds that he obtained his information from the wife of a man who participated in the conference.

From Montreal R. W. Bowyer wrote to Mr. Hunter, describing the visit to that city of Fred. Douglass. Douglass was on his way to England. He was lionized in Montreal and stated that the John Brown raids were against his wisdom.

"Even the overthrow of the Federal Government has been determined upon should such an act be necessary in order to accomplish their object," said Mr. John L. Snow in a letter from Detroit to Thomas C. Green, Mayor of Charlestown, in speaking of an attempt of 8,000 men to rescue John Brown. "These men," he said, "were desperate, and were sworn to save Brown or die." They were to rendezvous near Charlestown on the 30th day of November, 1859.

"Each man is provided with two revolvers with an extra cylinder each, which gives each man twenty-four shots, a large bowie-knife and a short breech-loading, self-capping and priming carbine, which can be loaded and discharged ten times in a minute."

He describes these carbines as being easily taken apart and very compact, and were manufactured especially for Brown's expedition.

"Their object now seems to be only to rescue old Brown and party, but being successful in this and with arms in their hands, who will imagine for one moment that they will stop short of the liberation of all our slaves?"

"There is an organization here in the North now, numbering eighty thousand, who

are sworn to know no rest until they see an end of slavery in all the States of the Union. I give this for what it is worth, but from what I know of the feeling of the people of these Northern States, I am much more than half inclined to believe it is true. I know there is madness enough here to form ten such organizations, and I feel that unless the South is warned and armed in time that we shall have one of the most terrific civil wars that ever disgraced the annals of history, ancient or modern."

This letter is endorsed "important," and coming as it did is looked upon as one of the authoritative predictions of the great civil strife.

From Rochester, a woman signing herself S. A. B., and presumably a sister, wrote as follows to Brown:

"I have watched you, dear brother, with more than a sister's love, as you were taken from your cell to the place where the judgment hall—the sentence has been passed—the work has been done—I see you wounded and weak in body, yet strong in trust—I invoke upon you the choicest of Heaven's benefactions." She closes with: "A sister's holy sympathy be with you to the portals of Heaven."

What purported to be an attempt to kidnap Mr. Hunter and other prominent citizens of Virginia was disclosed in a letter from P. H. Wythe, written from the Merchants' Hotel, New York City. He explained that he gradually drifted into the confidence of a gang of men who were intent on rescuing Brown. He continues:

"This gang now numbers two hundred members, scattered along the line of Virginia, not more than ten or twelve to a town. They are to congregate and meet at Charlestown, seize you and your influential citizens and carry you all off to some rendezvous and hold you until the authorities comply with their demands, and if this scheme is carried out, and December 2d passes against their wishes, then yourself, son and others obnoxious to them will be taken out and hung in the mountains.

"The names of all I can give are B. O. Smith, Ralph Wilkes, Jno. Pennington, Charles Cowdown, Able Bulfinch, Jos. Brown, Andrew, Lewis and Fred. Sickel."

He explains that Smith is the leader and once served in the Crimea under the British.

# THE GREAT PAN-AMERICAN JAMES MONROE.

## THE LOUISIANA PURCHASE AND THE MONROE DOCTRINE.

BY SAMUEL WILLIAMS.

IN celebrating the centennial of the Louisiana Purchase, due honor should be accorded to the eminent part played by James Monroe, not only in that transaction, but in all the work of making the Mississippi River and the Gulf of Mexico the connecting link of political amity and commercial intercourse between the United States and all American countries south of us.

As early as 1786 he was publishing essays on the free navigation of the Mississippi.

He was the special envoy who took the responsibility of exceeding his instructions and paying \$15,000,000 for the Louisiana territory, instead of buying the island of New Orleans and part of Florida at \$2,000,000. It was he who afterward secured the safety of commerce on river and gulf by purchasing Florida from Spain, even parting with the magnificent domain of Texas to attain that end. It was he who brought all these great acts to a noble and beneficent climax in the glorious "Monroe Doctrine," whereby the American continent was forever dedicated to local self-government and the United States was forever committed to its protection against all European aggressors.

Mr. Monroe was the man who dared on several conspicuous occasions. When President Washington made him Minister to France in 1794, he dared to give such enthusiastic utterance to American sympathy with the cause of republicanism in France, that the President thought he was compromising the administration's neutral policy and recalled him. Then Mr. Monroe dared to print a pamphlet of 500 pages vindicating his course as Minister. When he dared to exceed his instructions in the Louisiana Purchase matter, he had just been in conference with President Jefferson. He doubtless felt sure of the latter's support, and Livingston, though more timid, was willing to share the responsibility. But he had reason to fear the defeat of the treaty in the Senate, and a less daring man might have hesitated and waited for further instructions, and lost the greatest oppor-

tunity and the greatest bargain that had ever been offered to the United States. When he and Pinckney negotiated a treaty with Great Britain in 1806 which President Jefferson refused to submit to the Senate because it contained no provision against the impressment of American seamen, Mr. Monroe again took issue with the President and published another pamphlet vindicating his diplomatic course. From his youth he had been Jefferson's pupil in law and politics, and remained to the last one of his most attached friends and lieutenants, but in the discharge of any public trust he would always do fearlessly what seemed best to him at the moment.

That sort of man was required to proclaim the Monroe Doctrine at the critical time when its first declaration startled the Holy Alliance and stopped its contemplated crusade against free government in America. In 1823 the United States Government was not the giant power it is today. It seemed but another shepherd-boy with his sling and pebbles threatening a Goliath in armor. But it was soon found that Great Britain, sick of co-operating with the Holy Alliance of Russia, Prussia and Austria, had assured Mr. Monroe of British support against the project of those powers to aid Spain in reconquering her revolted American colonies. Spain's vindictive but vain efforts to destroy the resistance to her continued control over Spanish America had for years proved not only damaging to our commerce, but productive of mischief and of dangerous complications on our own borders. In repelling Indian expeditions from Spanish territory, General Andrew Jackson in 1817 had deemed it necessary and proper to invade and practically take military possession in Florida. This put President Monroe's neutral attitude as between Spain and her rebel colonies in a bad light, and he had to disavow General Jackson's course. But the incident convinced our people of the necessity of obtaining the cession of Florida from Spain, and in 1819 he concluded and signed the treaty by which we gave Texas

and \$5,000,000 to Spain for Florida and for a rectification of boundary that greatly strengthened our title to the Oregon territory. Within three years after this treaty the Monroe administration had, in advance of all other governments, recognized the independence of Mexico and other revolted Spanish colonies in America. In his seventh annual message to Congress, December, 1823, for the protection of these infant republics, he served this notice on all Europe:

"We could not view an interposition for oppressing them, or controlling in any other manner their destiny, by any European power, in any other light than as a manifestation of an unfriendly disposition towards the United States." He even went farther and suggested that "the American continents are not to be considered as subject for further colonization by any European power." From that day to this these maxims of foreign policy have been cherished in the hearts of our people, because they feel that their duty to humanity and to their own country demands that they shall secure to every other American people the privilege they have enjoyed of working out their own destiny in their own way, free from the trammels of European interference.

Of course, in forbidding European interference, we pledge ourselves not to interfere with the decrees of local autonomy. If Brazilians or Mexicans prefer an emperor and a titled aristocracy to a republic it is

none of our business. So long as Canadians are satisfied with the local self-government they enjoy under a British viceroy it is none of our business.

The only instance of a defiance of this Monroe Doctrine by any European power, was when the Emperor Louis Napoleon took advantage of our civil war to send a French army into Mexico to impose an emperor upon the Mexican people. As soon as the settlement of our own domestic troubles permitted the United States to reassert the Monroe Doctrine, the French army was withdrawn and Mexico soon made short work of the empire imposed by French bayonets.

Such services as Monroe rendered to his own and to all other American countries are not to be forgotten in the celebration of the Louisiana Purchase Centennial. Like his tutor, Jefferson, he expended his whole inheritance and all he ever earned to serve his countrymen. He was living on the bounty of his son-in-law in New York City when he died, July 4th, 1831. There is a tradition in the Virginia country to which he retired after leaving the White House, that his neighbor had him appointed a road overseer, assuming that an ex-President would take little interest in the duties of such a petty office. But to their great disappointment he took hold with such zeal and energy and made them do their road work so well, that one term of his administration was all they cared to stand.





# Stub Ends of Thought

By ARTHUR G. LEWIS.



WE should always place just valuation upon the opinion of others irrespective of our own views.

ONE of the best emergency assets in the bank of morals is a good reputation.

CRIMINAL prosecution will always fail to produce reformation until ethics become a part of prison regime.

MERE mechanical instinct does not constitute intellectual knowledge.

WE all love truth, but do not always respect the object of our affection.

HEAPING coals of fire upon the heads of some people substantiates the fact only that they are too green to burn.

OFTEN while clasping roses to our hearts, hidden 'mid their fragrance thorns we find.

ONE of the most difficult lessons to learn is to never let slip the reins of self-control.

THERE is a traceable tendency to demoralize and discourage all things that tend toward religious enlightenment.

CIVILIZATION, liberty and intellectual advancement go hand in hand with content, justice and happiness.

ONE of the grossest caricatures of manhood is the fool in a pose of affected indifference.

ONLY pure and placid grief, mingled with regret and loneliness, constitutes a loss over which we have no remorse.

MANHOOD armed with self-denial is strong, but governed by love and duty impregnable.

TRUE virtue can only be equitably regulated by the amount of self-gratification denied.

WE should avoid all revolutions in the minds of men until, at least, we are in a position to general their failings successfully.

To pursue a course of both policy and humanity constitutes a happy compromise between the saint and sinner.

ANTICIPATING the millennium in business conditions is dangerous to the final realization of same.

EXPRESSED sympathies for the misfortune of failure always fall below the congratulations extended to success.

EXCESSIVE democracy is the infant condition of primitive anarchy.

No fool reaches the zenith of his ignorance until he is vested with sufficient authority to exercise it.

THERE is generally a strained, piteous pathos in the voice of half-hearted hope.

## LOOK BEYOND.

BY ARTHUR G. LEWIS.

I N the night-time of thy sorrow;  
In the darkness of thy pain,  
Do not turn away from solace,  
Look for sunshine through the rain.  
Those who know the weight of labor  
Feel at last the joy of rest,  
Look beyond the gloom and shadows,  
All is working for the best.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
Lv WASHINGTON .....	7.06	8.30	9.00	10.00	12.30	3.00	4.00	6.05	8.00	11.30	3.00
Lv BALTIMORE, CAMDEN STATION .....	7.55	9.19	9.62	10.50	1.20	3.49	4.48	6.00	9.00	12.39	3.51
Lv BALTIMORE, MT. ROYAL STATION .....	8.00	9.24	9.67	10.54	1.25	3.53	4.52	6.05	9.05	12.44	3.55
Ar PHILADELPHIA .....	10.15	11.27	12.11	12.63	3.29	6.61	7.00	8.19	11.40	3.10	5.00
Ar NEW YORK, LIBERTY STREET .....	12.35	1.40	2.30	3.00	6.00	8.00	9.25	10.40	3.20	6.52	8.30
Ar NEW YORK, WHITEHALL TERMINAL .....	12.40	1.45	2.35	3.05	6.05	8.05	9.30	10.50	-----	-----	8.35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 535 EX. SUN	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
Lv NEW YORK, WHITEHALL TERMINAL .....	12.10	7.55	9.55	11.25	12.55	1.25	3.35	4.55	6.55	12.10
Lv NEW YORK, LIBERTY STREET .....	12.15	8.00	10.00	11.30	1.00	1.30	3.40	6.00	7.00	12.15
Lv PHILADELPHIA .....	7.30	10.26	12.20	1.37	3.08	4.17	5.48	7.26	9.38	3.35
Ar BALTIMORE, MT. ROYAL STATION .....	9.31	12.41	2.26	3.36	6.06	6.51	7.45	9.32	11.46	8.05
Ar BALTIMORE, CAMDEN STATION .....	9.35	12.45	2.30	3.40	6.10	6.55	7.50	9.36	11.50	8.10
Ar WASHINGTON .....	10.35	1.40	3.30	4.30	6.10	7.50	8.40	10.35	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
Lv NEW YORK, WHITEHALL TERMINAL .....	9.55 AM	12.55 PM	N 1.25 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
Lv NEW YORK, LIBERTY STREET .....	10.00 AM	1.00 PM	N 1.30 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
Lv PHILADELPHIA .....	12.20 PM	3.08 PM	N 4.17 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
Lv BALTIMORE, MT. ROYAL STATION .....	2.25 PM	6.06 PM	6.51 PM	11.45 PM	9.31 AM	8.50 AM	11.46 PM	-----
Lv BALTIMORE, CAMDEN STATION .....	2.40 PM	6.20 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
Lv WASHINGTON .....	3.45 PM	6.20 PM	8.30 PM	1.10 AM	10.45 AM	10.05 AM	1.00 AM	-----
Ar PITTSBURG .....	-----	-----	6.10 AM	-----	7.40 PM	-----	9.15 AM	Lv 3.30 PM
Ar CLEVELAND .....	-----	-----	10.45 AM	-----	-----	-----	-----	9.35 PM
Ar WHEELING .....	-----	6.40 AM	-----	-----	-----	-----	-----	Lv 3.30 PM
Ar COLUMBUS .....	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM
Ar TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
Ar CHICAGO .....	6.55 PM	7.30 PM	-----	7.23 AM	9.30 AM	12.00 NT	-----	6.50 AM
Ar CINCINNATI .....	8.00 PM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
Ar INDIANAPOLIS .....	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
Ar LOUISVILLE .....	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----
Ar ST. LOUIS .....	5.50 PM	-----	-----	7.28 AM	-----	1.30 PM	-----	-----
Ar CHATTANOOGA .....	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
Ar MEMPHIS .....	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
Ar NEW ORLEANS .....	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

Through Pullman Sleepers to all points. \* On Sunday connection is made by Train No. 607.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY
Lv CHICAGO .....	* 8.30 AM	2.45 AM	3.30 PM	10.10 AM	-----	-----	8.00 PM	7.00 PM
Lv TOLEDO .....	-----	-----	-----	7.15 PM	-----	-----	-----	-----
Lv COLUMBUS .....	-----	-----	-----	12.20 AM	-----	-----	-----	11.00 AM
Lv WHEELING .....	-----	-----	-----	-----	-----	-----	-----	-----
Lv CLEVELAND .....	-----	-----	11.30 PM	-----	3.00 PM	-----	-----	-----
Lv PITTSBURG .....	-----	-----	8.50 AM	-----	9.45 PM	6.30 PM	1.20 PM	-----
Lv ST. LOUIS .....	* 8.40 AM	2.05 AM	-----	-----	-----	8.05 PM	-----	-----
Lv LOUISVILLE .....	2.00 PM	8.05 AM	-----	-----	-----	2.30 AM	-----	-----
Lv INDIANAPOLIS .....	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
Lv CINCINNATI .....	* 6.10 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
Lv NEW ORLEANS .....	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----
Lv MEMPHIS .....	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----
Lv CHATTANOOGA .....	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
Ar WASHINGTON .....	12.20 PM	6.41 AM	4.50 PM	12.05 NT	5.55 AM	2.46 AM	11.05 PM	11.05 PM
Ar BALTIMORE, CAMDEN STATION .....	1.15 PM	7.50 AM	6.53 PM	1.15 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
Ar BALTIMORE, MT. ROYAL STATION .....	1.25 PM	8.00 AM	6.06 PM	1.25 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
Ar PHILADELPHIA .....	3.29 PM	10.16 AM	8.19 PM	3.29 PM	10.16 AM	6.00 AM	3.10 AM	3.10 AM
Ar NEW YORK, LIBERTY STREET .....	6.00 PM	12.35 PM	10.40 PM	6.00 PM	12.35 PM	8.30 AM	5.52 AM	5.52 AM
Ar NEW YORK, WHITEHALL TERMINAL .....	6.05 PM	12.40 PM	10.50 PM	6.05 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. \* Daily. + Daily, except Sunday



## THROUGH PULLMAN PALACE CAR SERVICE.

### UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

### Between Washington, Baltimore, Philadelphia and New York.

#### EASTWARD.

- No. 512. Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
No. 504. Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
No. 526. Buffet Parlor Car Washington to New York.  
No. 522. Parlor Car, Dining Car, table d'hôte, Baltimore to New York.  
No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
No. 508. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
No. 524. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Washington to New York. No extra fare other than regular Pullman charge.  
No. 536. Buffet Parlor Car Washington to New York.  
No. 506. Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
No. 546. Pullman Sleeping Cars Washington and Baltimore to New York.

#### WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
No. 517. Buffet Parlor Car New York to Washington.  
No. 501. Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
No. 507. Drawing Room Car New York to Washington. Dining Car, table d'hôte, Cafe, a la carte, New York to Philadelphia and Dining Car, a la carte, Baltimore to Washington.  
No. 535. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.  
No. 509. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
No. 503. Buffet Drawing Room Car New York to Washington.  
No. 515. Sleeping Cars New York to Philadelphia, Baltimore and Washington.

### Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis, St. Louis, Louisville, Memphis, New Orleans.

#### WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.  
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
No. 9. Drawing Room Sleeping Car Baltimore to Cleveland and Sleeping Car Baltimore to Pittsburg. Dining Car Philadelphia to Washington and Pittsburg to Youngstown.  
No. 3. Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper. Dining Cars serve balance of meals.  
No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.  
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
No. 47. Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago. Sleeping Car Pittsburg to Cleveland. Dining Car Pittsburg to Youngstown.  
No. 55. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

#### EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.  
No. 6. Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Sleeping Car Cleveland to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
No. 10. Sleeping Cars Pittsburg to Baltimore and Drawing Room Sleeping Car Cleveland to Baltimore. Dining Car Youngstown to Pittsburg and Washington to Philadelphia.  
No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.  
No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg. Dining Car Youngstown to Pittsburg.  
Nos. 14 and 46. Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

## THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

**BALTIMORE**, Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent, R. F. BOND, Division Passenger Agent—Camden Station, F. R. JONES, Ticket Agent—Mt. Royal Station, CHAS. COFFEY, Ticket Agent.  
**BELLAIRE, OHIO**, J. T. JASE, Traveling Passenger Agent.  
**BOSTON**, 211 Washington Street, J. P. TAGGART, New England Passenger Agent, E. F. BAERBY, Ticket Agent.  
**BROOKLYN, N. Y.**, 339 Fulton Street, T. H. HENDRICKSON, Ticket Agent.  
**CHESTER, PA.**, A. M. D. MULLINX, Passenger and Ticket Agent.  
**CHICAGO**, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, General Agent, H. W. MCKEWIN, City Ticket Agent, General Passenger Office, Merchants' Loan & Trust Bldg., H. G. WINES, Ticket Agent—Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EMERY, Ticket Agent—Auditorium Annex, 231 Michigan Avenue, F. I. SCOTT, Ticket Agent.  
**CHILLICOTHE, OHIO**, J. H. LAURANCE, Traveling Passenger Agent, B. & O. S. W.  
**CINCINNATI**, 1th and Vine Streets, J. B. SCOTT, District Passenger Agent, B. & O. S. W.—C. H. WISEMAN, City Ticket Agent, B. & O. S. W.—Central Union Station, CHAS. B. MCCARTHY, Passenger Agent, B. & O. S. W., F. REISING, Station Passenger Agent, WM. BROWN, Depot Ticket Agent.  
**CITY OF MEXICO, MEX.**, D. BASKHARDT, Agents General, B. & O. S. W.—Apartado 209.  
**CLEVELAND, OHIO**, 211 Superior Street, G. W. SQUIGGINS, Passenger and Ticket Agent.  
**COLUMBUS, OHIO**, No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMMAGE, Ticket Agent, Union Depot, F. PAGELS, Ticket Agent.  
**COVINGTON, KY.**, 42 Scott Street, G. M. ARNOTT, Ticket Agent.  
**DALLAS, TEXAS**, J. P. ROGLERMAN, Traveling Passenger Agent, B. & O. S. W.  
**DENVER, COLO.**, S. M. SHALICE, Traveling Passenger Agent, B. & O. S. W.  
**HARPER'S FERRY, W. VA.**, C. E. DUBROW, Traveling Passenger Agent.  
**KANSAS CITY, MO.**, Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S. W.  
**LOUISVILLE, KY.**, 1th and Main Streets, R. S. BROWN, District Passenger Agent, B. & O. S. W., J. G. LIGAN, City Passenger Agent, B. & O. S. W., W. F. PROSSER, Traveling Passenger Agent, B. & O. S. W., J. H. DORSEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 7th Street Station.  
**NEWARK, N. J.**, 182 Market Street, F. T. FEARBY, Ticket Agent.  
**NEWARK, OHIO**, F. C. BARTHOLOMEW, Ticket Agent, F. E. COOPER, Traveling Passenger Agent.  
**NEW YORK**, 43 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent, C. B. JONES, Ticket Agent, 1300 Broadway, H. B. FAROVI, Ticket Agent, 261 Broadway, THOS. COOK & SON, Ticket Agents—113 Broadway, HENRY GAZE & SONS, Ticket Agents—25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents—391 Grand Street, HYMAN WARNER, Ticket Agent, Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. Y.  
**NORFOLK, VA.**, 144 Main Street, ARTHUR G. LEWIS, Southern Passenger Agent, W. C. YOUNG, Ticket Agent.  
**OMAHA, NEB.**, 5045 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.  
**PARKERSBURG, W. VA.**, A. J. SMITH, Traveling Passenger Agent.  
**PHILADELPHIA**, 331 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent, N. Y. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent, 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents—392 Market Street, UNION TRANSFER CO., Ticket Agents—409 South 3d Street and 1209 North 2d Street, M. ROSENBAUM, Ticket Agent—Station, Cor. 21th and Chestnut Streets, W. W. BAERBY, Ticket Agent.  
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**SAN FRANCISCO, CAL.**, Room 7, Hobart Building, PETER HARVEY, General Agent.  
**SPRINGFIELD, ILL.**, N. J. NEER, Division Passenger Agent, B. & O. S. W., F. B. JOHNSTON, Traveling Passenger Agent, B. & O. S. W.  
**ST. LOUIS**, Broadway and Locust Street, F. D. GILDERSLIEVE, Assistant General Passenger Agent, B. & O. S. W., H. C. STEVENS, City Passenger Agent, L. G. PAUL, City Ticket Agent, L. L. BURNING, Station Passenger Agent, S. I. RANDELL, Traveling Passenger Agent.  
**ST. PAUL, MINN.**, R. C. HAYSE, Northwestern Traveling Passenger Agent.  
**TIFFIN, OHIO**, A. J. BELL, Ticket Agent.  
**VINCENNES, IND.**, Traveling Passenger Agent, B. & O. S. W.  
**WASHINGTON, D. C.**, 707 15th Street, N. W. Cor. New York Avenue, S. B. HIGG, General Agent, H. P. MERRILL, Ticket Agent—619 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent—Station, New Jersey Avenue and C Street, J. LEWIS, JR., Ticket Agent.  
**WHEELING, W. VA.**, B. & O. Station, F. C. BERRY, Passenger Agent.  
**WILMINGTON, DEL.**, Delaware Avenue Station, H. A. MILLER, Passenger and Ticket Agent—Market Street Station, J. F. HEDD, Ticket Agent.  
**WINCHESTER, VA.**, F. B. PATTON, Ticket Agent.  
**ZANESVILLE, OHIO**, JAS. H. LEE, Ticket Agent.  
**EUROPEAN AGENTS**, BALTIMORE IMPORT & EXPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C., 21 Water Street Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

### TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, P. & W. Lines, Pittsburgh	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio R. R., Chicago.
O. P. MCCARTY, General Passenger Agent, Baltimore & Ohio S. W. R., Cincinnati.	D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore.



**CHICAGO  
PITTSBURG  
WASHINGTON**



**Direct**  
between  
**Chicago**  
and  
**Washington**

The LVIIIth Congress  
in session.

**The Baltimore & Ohio Railroad  
is the Only Line running solid  
trains from Chicago and  
Pittsburg to Washington,**

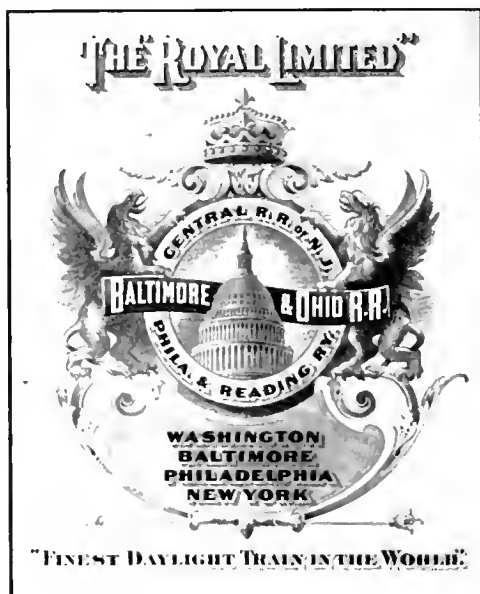
and is the natural highway from the  
great Northwest.

The equipment is unsurpassed, the time  
the best.

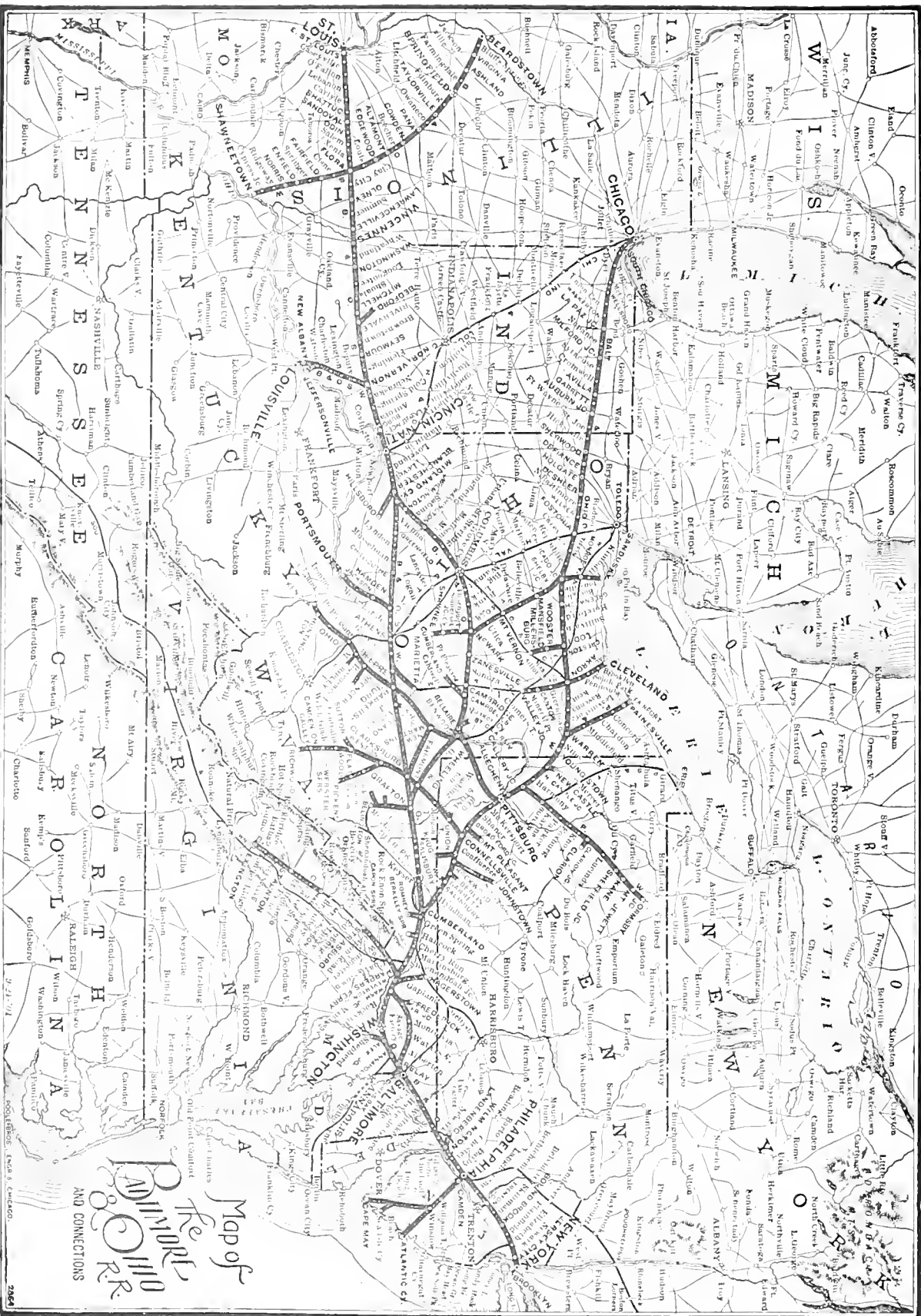
Sleeping Cars are Pullman's best, and  
the Dining Car Service operated by the  
Baltimore & Ohio Railroad Company  
is especially recommended.

**Pittsburg**  
and  
**Washington**

# The "Royal Limited"



**Exclusively Pullman Train, vestibuled throughout  
with Buffet Smoking, Parlor and Observation Cars  
Unexcelled Dining and Cafe Car Service**



Map of  
Pencil  
AND CONNECTIONS

# Baltimore & Ohio R.R.



## EAST AND WEST



### CALENDAR - 1902



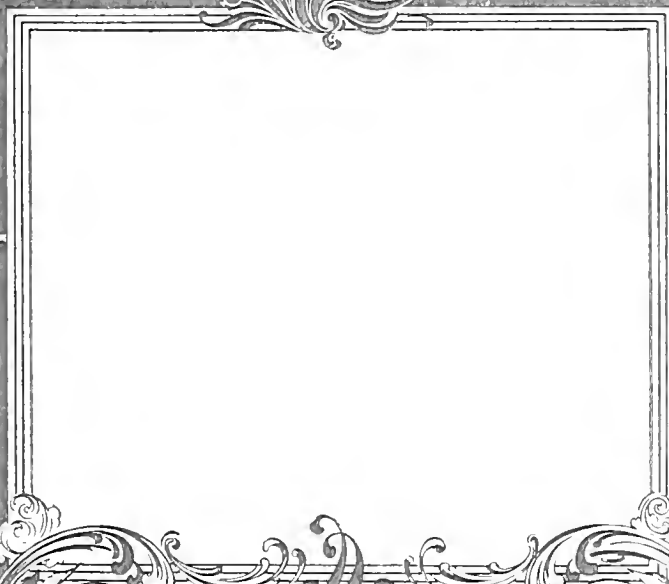
JANUARY							FEBRUARY							MARCH							APRIL						
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26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29	27	28	29	30			
MAY							JUNE							JULY							AUGUST						
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
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28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			

## ROYAL BLUE TRAINS

D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

B.N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

# ROYAL BLUE



# South Ferry Whitehall Terminal



Most Convenient Entrance to  
**Greater New York**

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.

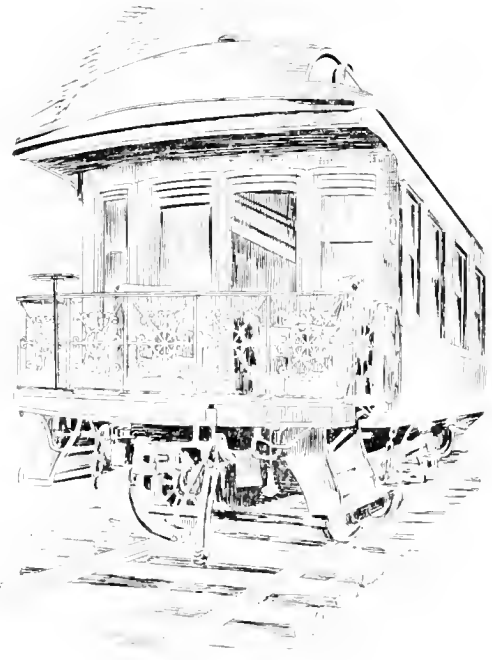




An Exclusively Pullman  
Train, Vestibuled throughout  
with Buffet Smoking,  
Parlor and Observation Cars.  
Unexcelled Dining and Cafe  
Car Service.

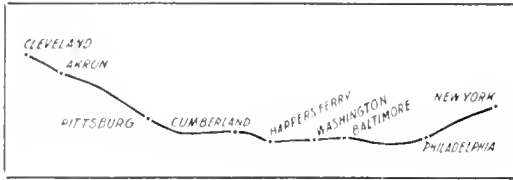


# The "Royal Limited"



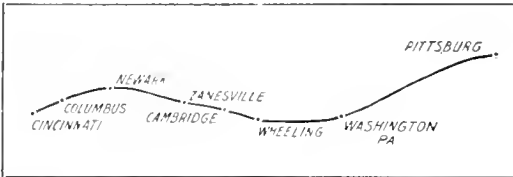
Runs every day between  
New York, Philadelphia,  
Baltimore and Washington  
in five hours. No extra  
fare other than regular  
Pullman charge.





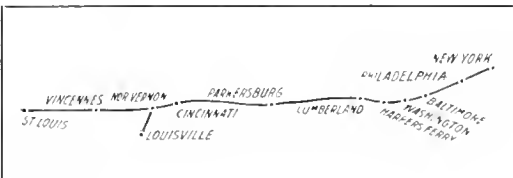
## Cleveland, Pittsburg and Baltimore Line

Through Pullman Drawing Room  
Sleeping Cars between Cleveland and  
Baltimore & Dining Cars En Route



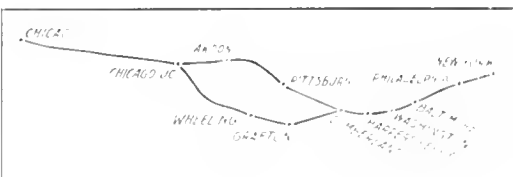
## Pittsburg, Wheeling, Columbus and Cincinnati Line

Through Vestibule Trains & Double  
Daily Service & Parlor-Cafe Dining  
Cars on Day Trains & Pullman  
Sleeping Cars on Night Trains & &



## New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville and St. Louis Line

Through Vestibuled Trains with Pull-  
man Drawing Room Sleeping Cars &  
Observation Sleeping Cars & Unexcelled  
Dining Car Service & & & &



## Chicago- Washington Line

2 Short Routes and Fast Time & Solid  
Vestibuled Trains of Through Coaches  
Pullman Drawing Room Sleeping Cars  
Observation Parlor Cars & Unexcelled  
Dining Car Service & & & &



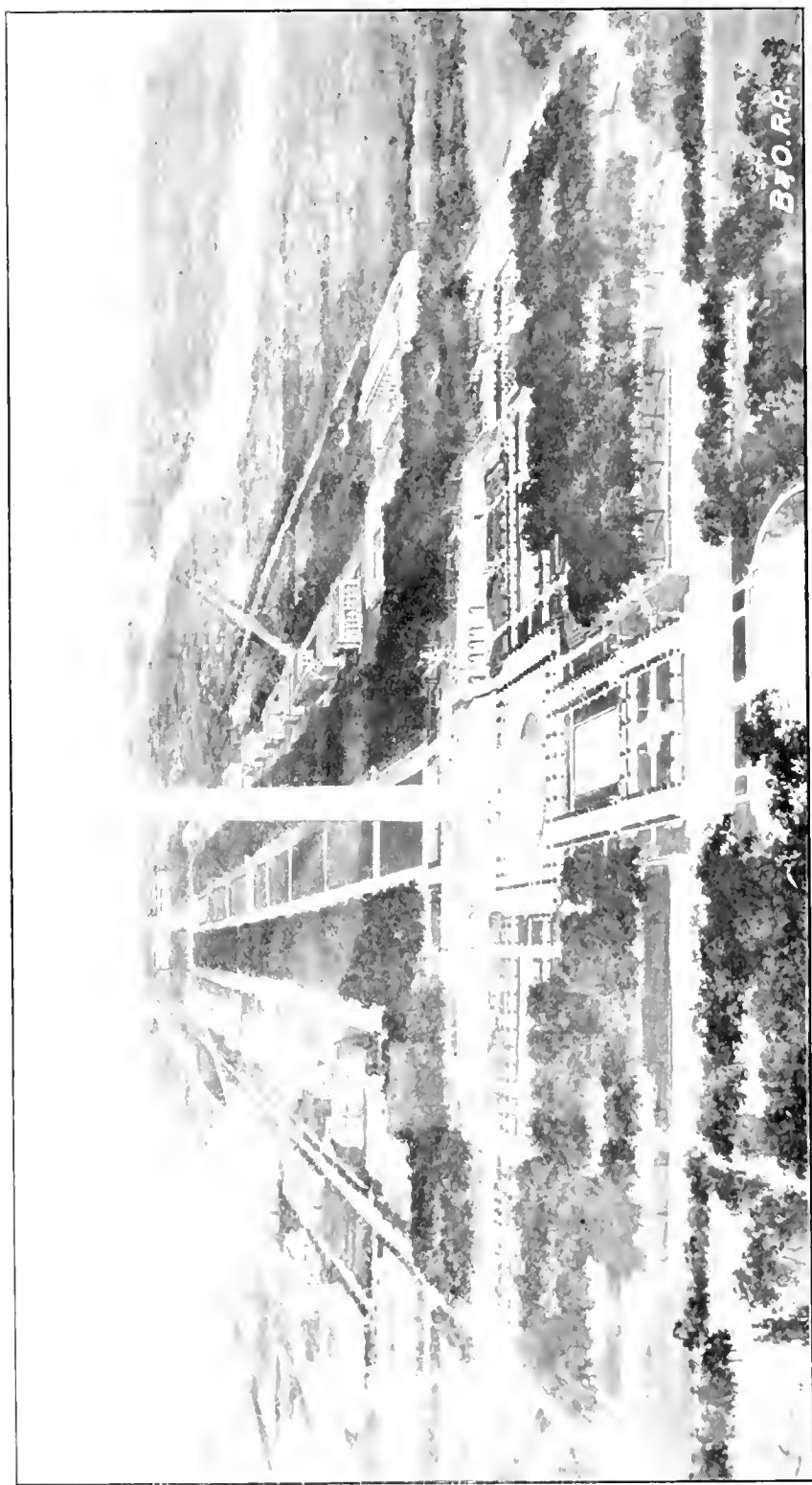
# Easter Holidays at Atlantic City



## 1902



The fashionable homage to Springtime is paid annually at Atlantic City at Easter-tide. This popular all-the-year-round resort then awakens to activity; the board-walk becomes a fashionable promenade; the big hotels, having undergone their winter's cleaning, are particularly attentive to guests. The season formally opens. Atlantic City no longer belongs to the east exclusively, because of the fast train service from the western cities—Chicago, St. Louis, Louisville, Cincinnati, Columbus, Cleveland and Pittsburgh, all have solid vestibuled train service via the Baltimore & Ohio Railroad to Philadelphia, connecting with the fast trains of the Philadelphia & Reading Railway to the Seashore. Call at ticket offices for full information.



GENERAL VIEW OF MONUMENT GARDEN AND MALL LOOKING TOWARD THE CAPITOL.

# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, MARCH, 1902.

No. 6.

## A TWENTIETH CENTURY CAPITAL—WASHINGTON REMODELED.

THE PROPOSED CITY TO BE ONE OF THE MOST BEAUTIFUL IN THE WORLD.



HE plans for "Beautiful Washington," which were laid before the Senate Committee on January 15th, were the results of work that has been going on since the adjournment of the last Congress.

The Senate District Committee was authorized to appoint a commission to formulate plans for the improvement of the park system of the District, and Sena-

tor McMillan, chairman of the committee, appointed Messrs. Daniel H. Burnham of Chicago and Mr. Frederick Law Olmsted, Jr., of Brookline, Mass., as experts, and they selected Mr. Charles F. McKim of New York as the third member of the commission, Mr. Augustus Saint Gaudens, the sculptor, being later associated with them. Mr. Charles Moore, clerk of the Senate District Committee, assisted the commission throughout its work.

The plans for the improvement of the park system were complete, and were accompanied by nearly 200 illustrations. They not only suggest improvements of the parks of the District and the extension of the system, but they also indicate desirable locations for public buildings to be erected for the future wants of the government.

The report begins by referring to the

original plan of the city which was created as the seat of government:

"The original plan of Washington, having stood the test of a century, has met universal approval. It is the departures from that plan that are to be regretted and, wherever possible, remedied.

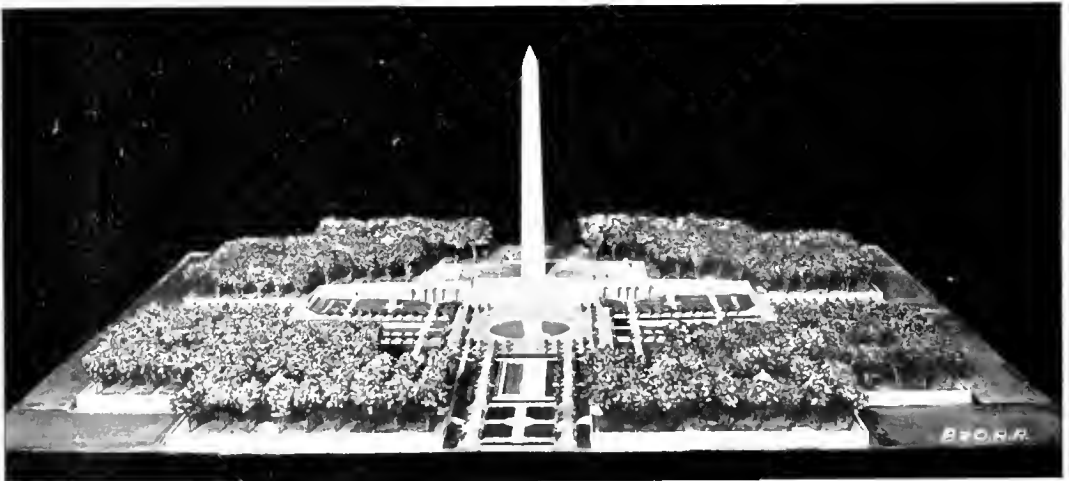
"Aside from the pleasure and the positive benefits to health that the people derive from public parks in a capital city like Washington, there is a distinct use of public spaces as the indispensable means of giving dignity to governmental buildings, and of making suitable connections between the great departments. When the city of Washington was planned under the direct and minute supervision of Washington and Jefferson the relations that should subsist between the Capitol and the President's house were carefully studied. Indeed, the whole city was planned with a view to the reciprocal relations that should exist among public buildings. Vistas and axes; sites for monuments and museums; parks and pleasure gardens; fountains and canals; in a word, all that goes to make a city a magnificent and consistent work of art, were regarded as essentials in the plans prepared by L'Enfant under the direction of the first President and his Secretary of State. Nor were these original plans prepared without due study of great models. The stately art of landscape architecture had been brought from over seas by royal governors and wealthy planters; and both Washington and Jefferson were familiar with the practice of that art. L'Enfant, a man of position and education and an engineer of ability, must have been familiar with those great works of the master Lenotre, which

are still the admiration of the traveler and the constant pleasure of the French people. Moreover, from his well-stocked library Jefferson sent to L'Enfant plans 'on a large and accurate scale' of Paris, Amsterdam, Frankfort, Carlsruhe, Strasburg, Orleans, Turin, Milan and other European cities, at the same time felicitating himself that the President had 'left the planning of the town in such good hands.'

"It has so happened that the slow and unequalled development of the city during the century of its existence has worked changes in the original design, and to a certain extent has prevented the realization of the comprehensive plan of the founders. As a result there has been a

White House. Doubly fortunate, moreover, is the fact that the vast and successful work of the engineers in redeeming the Potomac shores from unhealthful conditions gives opportunity for enlarging the scope of the earlier plans in a manner corresponding to the growth of the country. At the same time the development of Potomac Park both provides for a connection between the parks on the west and those on the east, and also it may readily furnish sites for those memorials which history has shown to be worthy a place in vital relation to the great buildings and monuments erected under the personal supervision of the founders of the republic.

"The question of the development of



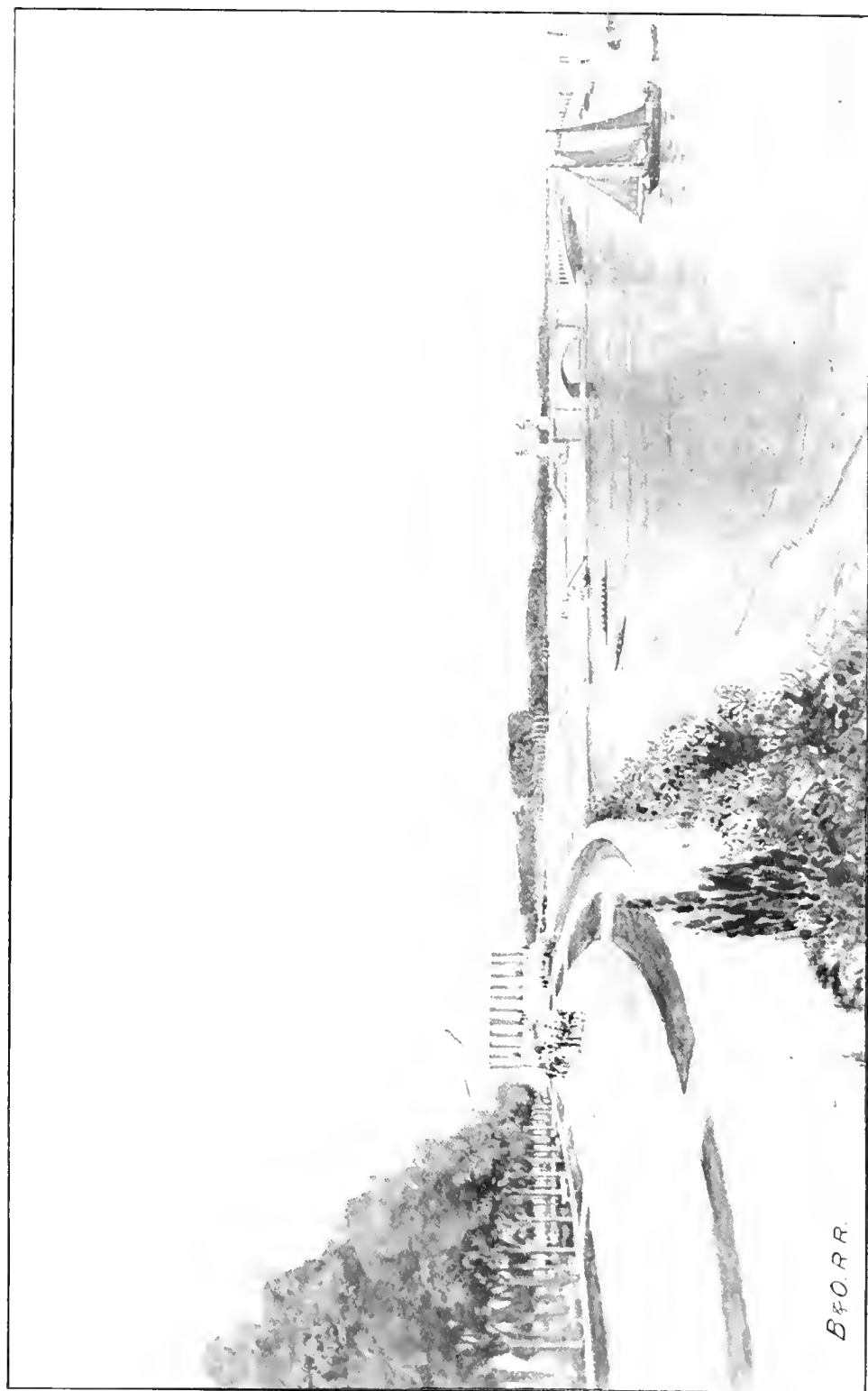
MODEL OF MONUMENT GARDEN.

lack of continuity in the parks, and spaces like the mall, that were designed for development as a unit, have been cut into pieces, some of which have been improved, some have been sold to private persons, and some have been diverted to uses so absolutely at variance with the original idea as seriously to detract from the dignity of the buildings these spaces were intended to enhance.

"Happily, however, nothing has been lost that cannot be regained at reasonable cost. Fortunately, also, during the years that have passed the Capitol has been enlarged and ennobled, and the Washington monument, wonderful alike as an engineering feat and a work of art, has been constructed on a site that may be brought into relations with the Capitol and the

these park areas forces itself upon the attention of Congress. Either this development may be made in a haphazard manner, as the official happening to be in charge of the work for the time may elect; or it may be made according to a well-studied and well-considered plan devised by persons whose competence has been proved beyond question. Such a plan, adopted at this time and carried out as Congress may make appropriations for the work, will result in making Washington the most beautiful capital city in the world."

The celebration of the one hundredth anniversary of the permanent seat of government in Washington had for its keynote the improvement of the District of Columbia in a manner and to an extent commensurate with the dignity of the



B&O R.R.

A TWENTIETH CENTURY CAPITAL. PROPOSED DEVELOPMENT OF LINCOLN MEMORIAL SITE SEEN FROM RIVERSIDE DRIVE, INCLUDING PORTION OF MEMORIAL BRIDGE.



VIEW SHOWING PROPOSED DEVELOPMENT OF SITE FOR LINCOLN MEMORIAL.

American nation. At the time this celebration was in progress the Institute of American Architects, also in session in Washington, was discussing the subject of beautifying the capital city.

After a detailed examination of the topographical features of the District of Columbia, the commission drew up preliminary plans. They were then forced to the conclusion that an adequate treatment of the park system depended upon the exclusion of the Baltimore & Potomac Railroad from the mall, so as to give that dignified approach to the Capitol for which the mall was originally designed.

The occupation of the mall by the railroad dates back about thirty years.

The commission, in order to make a closer study of the practice of landscape architecture as applied to parks and public buildings, made a brief trip to Europe, visiting Rome, Venice, Vienna, Budapest, Paris, London and their suburbs. Attention was directed principally to ascertaining what arrangement of park areas best adapts them to the uses of the people, and what are the elements that give pleasure from generation to generation, and even from century to century. Many and striking were the results of this study as will appear:

While the commission were in London the Pennsylvania Railroad Company agreed to withdraw altogether from the mall and unite with the Baltimore & Ohio Company in the erection of a union station on the

site established by legislation for the new station of that road, provided suitable legislation could be secured to make some compensation for the increased expense such a change would involve, and provided, also, that the approaches to the new site be made worthy of the building proposed to be erected.

A station nearly 100 feet wider than the Capitol is suggested, the building to be of white marble, the facade to be classical in style of architecture, and the construction and arrangements to be so planned as to make this station superior to any structure ever erected for railway purposes. Facing the Capitol, and yet not too near that edifice, the new station to front upon a semicircular plaza, 600 feet in width, where great bodies of troops or large organizations can be formed during inaugural times or on other like occasions. Thus located and constructed, the union depot will be in reality the great and impressive vestibule to Washington.

#### THE COMMISSION URGE THE NECESSITY OF FOUNTAINS.

"In Rome throughout the centuries it has been the pride of emperor and of pope to build fountains to promote health and to give pleasure. Mile after mile of aqueduct has been constructed to gather the water even from remote hills, and bring great living streams into every quarter of the



city; so that from the moment of entering the eternal city until the time of departure the visitor is scarcely out of sight of beautiful jets of water now flung upward in great columns to add life and dignity even to St. Peter's; or again gushing in the form of cascades from some great work of architect or sculptor; or still again dripping refreshingly over the brim of a beautiful basin that was old when the Christian era began. The Forum is in ruins, basilicas and baths have been transformed into churches, palaces have been turned into museums; but the fountains of Rome are both omnipresent and eternal.

"If all the fountains of Washington, instead of being left lifeless and inert as they are during most of the time, should be set playing at their full capacity, they would not use the amount of water that bursts from the world-famous fountain of Treve or splashes on the stones of the piazza of St. Peter's. At the Chateau de Vaux-le-Vicompte, near Paris, the great landscape architect, Lenotre, built cascades, canals and fountains using 5,000,000 gallons of water per day; and the fountains of Versailles are the wonder and delight of the French people.

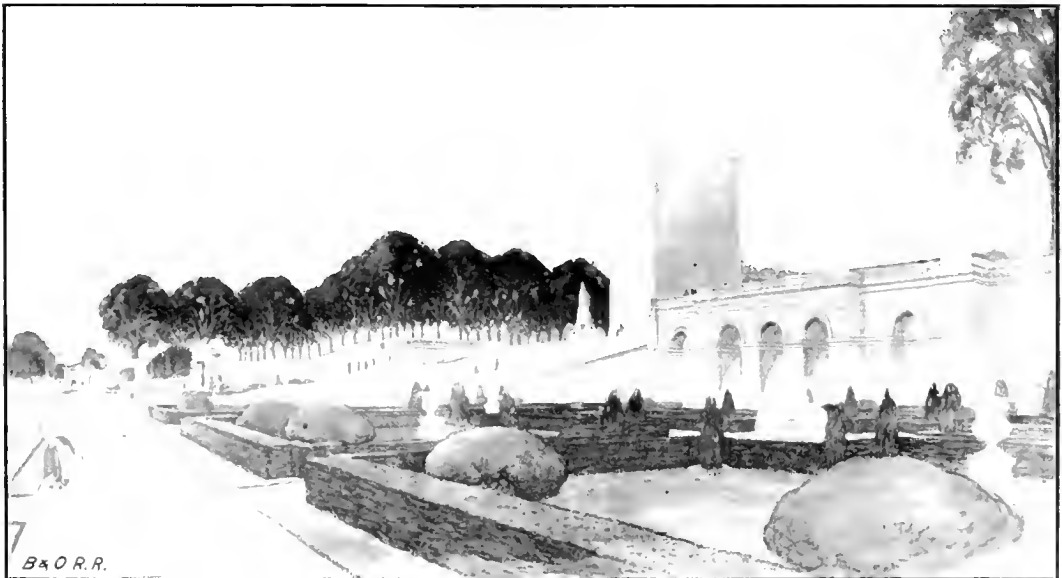
"The original plans of Washington show the high appreciation L'Enfant had for all forms of water decoration, and when the heats of a Washington summer are taken into consideration, further argument is un-

necessary to prove that the first and greatest step to be taken in the matter of beautifying the District of Columbia is such an increase in the water supply as will make possible the copious and even lavish use of water in fountains.

"Scarcely secondary in importance to fountains are public baths. An instructive lesson in this respect is to be found in the experience of the metropolitan park commission in taking over and equipping Revere Beach, immediately north of Boston. There the squalid conditions prevailing in former years have been changed radically, and a well-kept and well-ordered beach, sufficient in extent to accommodate over 100,000 persons, is publicly maintained; no fewer than 1,700 separate rooms are provided for bathers, and bathing suits are furnished at a small expense. The receipts are sufficient to pay for maintenance and yield a surplus of several thousand dollars for repairs and extensions.

"In Washington the extensive use of the present bathing beach shows how welcome would be the construction of modern buildings with ample facilities. Moreover, the opportunities offered by an extended river front should be utilized in furnishing opportunities for free public baths, especially for the people of that section of the city between the mall and the Potomac."

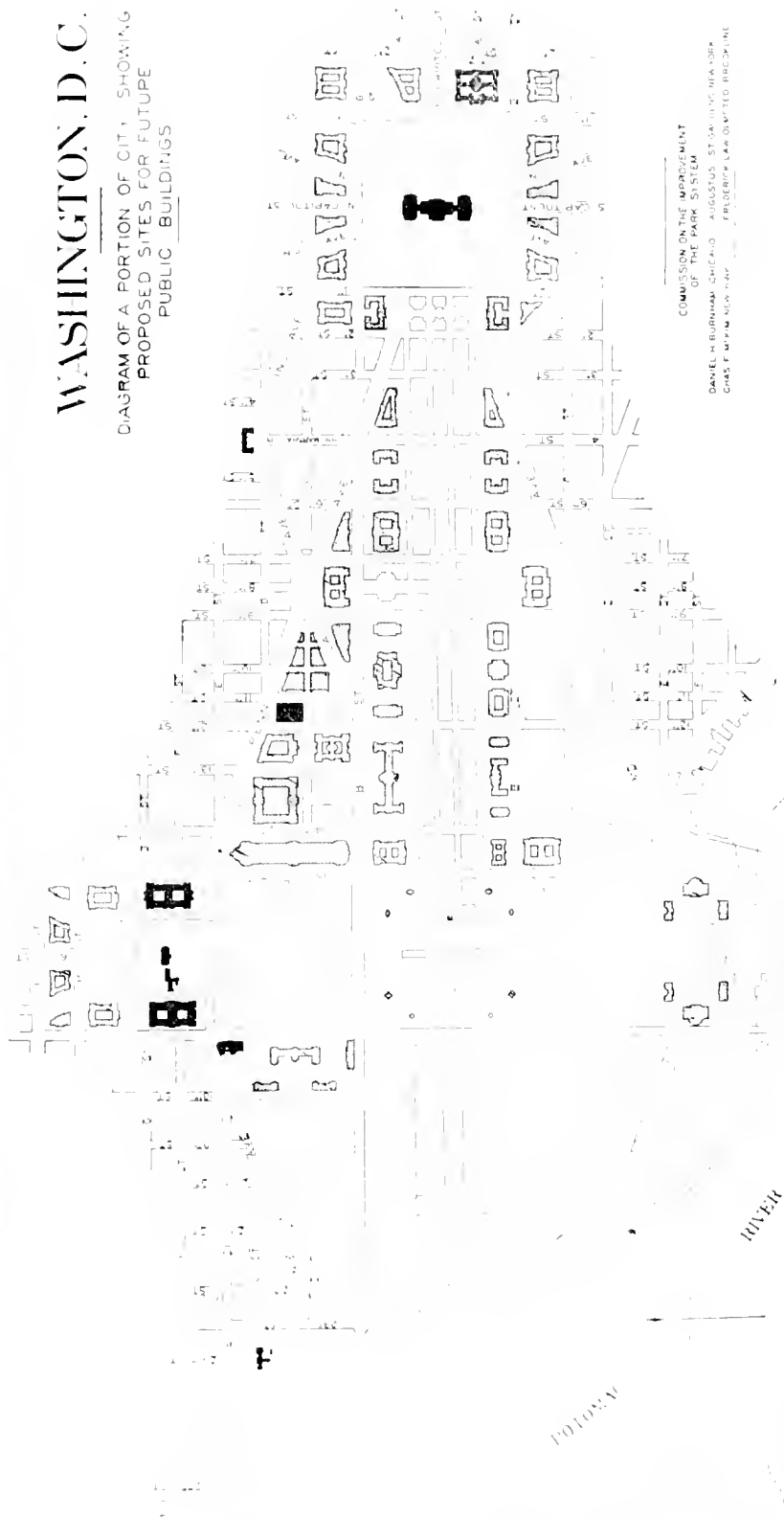
The location of public buildings received the very careful consideration of



VIEW OF TERRACE AND APPROACH TO MONUMENT SEEN FROM THE GARDEN.

# WASHINGTON, D.C.

DIAGRAM OF A PORTION OF CITY, SHOWING  
PROPOSED SITES FOR FUTURE  
PUBLIC BUILDINGS



the commission. In general terms their conclusions are:

"FIRST. That only public buildings should face the grounds of the Capitol.

"SECOND. That new department buildings may well be located so as to face Lafayette Square.

"THIRD. Buildings of a semi-public character may be located south of the present Corcoran Art Gallery, fronting on the White lot and extending to the park limits.

"FOURTH. That the northern side of the mall may properly be used by museum and other buildings containing collections in which the public generally is interested, but not by department buildings.

"FIFTH. That the space between Pennsylvania Avenue and the mall should be occupied by the District Building, the Hall of Records, a modern market, an armory for the District militia and structures of like character.

"The mall, originally designed to form a park-like connection between the Capitol and the White House, was laid out in such a manner as to emphasize the character of Washington as the capital city. The predominating ideas in its treatment were dignity and beauty. The entire space was intended as a grand setting for the two great buildings of the nation. The new plans aim to restore these relations and to carry to their logical conclusion these intentions. In the plans for the improvement of the mall, therefore, the commission have endeavored to point the way to a realization of the greatest possible beauty and the utmost possible dignity.

"In outline the commission propose, by a simple device of planting, to bring the monument into the Capitol vista, so that the observer standing on the western terrace of the Capitol shall look off over a green carpet, bordered on each side by four rows of elms, to the monument, rising from a plain. Walks and driveways, shaded by the elms, give access from east to west, while the streets continue on the surface level from north to south. Behind these trees should stand the white marble buildings devoted to the scientific work of the government.

"The distance from the Capitol to the monument is about one and one-half miles, and the reclamation of the Potomac flats has added nearly a mile to this space, thus

giving opportunity both for an extension of the treatment accorded to the mall and also for a new and great memorial to stand on the axis of the Capitol and the monument, near the bank of the Potomac. Abraham Lincoln is the one name in our national history that the world has agreed to couple with Washington's, and as no adequate memorial of him exists at this capital the place and the opportunity would seem to agree in setting apart this great site as an eminently suitable spot for a Lincoln monument.

"Again, by placing a garden directly west of the monument the plans not only give added impressiveness to that structure, but also create an axial relation with the White House; and in this simple and direct manner the L'Enfant idea of placing the Washington memorial on the axis of both the Capitol and the White House is realized. Moreover, this garden, surrounded by terraces carrying groves of elms, becomes the gem of the entire park system.

"South of the monument the space is devoted to out-of-door sports—to gymnasiums and playgrounds, to swimming pools in summer and skating parks in winter. Here, too, is a great rond-point which fittingly may carry some symbolic figure typical of the republic.

"In the new plans the Lincoln memorial site becomes a point of divergence from which proceeds the driveway leading southwesterly to the Potomac Park, the Memorial bridge leading directly to the mansion house at Arlington, and the embankment carrying the driveway to the mouth of Rock Creek, whence the driveway leads through the picturesque valley to the Zoological and Rock Creek Parks.

#### THE COST OF CARRYING OUT THE PLANS.

"Obviously it is impossible to make any detailed estimate of the cost of carrying out the plans submitted. Nor is such an estimate necessary. From time to time new public buildings must be constructed, public spaces must be secured and improved, and those facilities which city life demands must be supplied. So fast as those needs shall be realized let the work be done in accordance with plans that are at once comprehensive, simple, adequate and dignified. In such manner only can there be a development of the District of Columbia worthy of the nation."

## THE FLIGHT OF THE ROYAL BLUE.

E. LACY STEER, EDITOR OF "AD SENSE."

OUT through the yards where the myriad tracks  
Spread like a giant snare;  
On past the switch-lights white and green,  
Blinking and winking there.  
Out past the limits, held in check  
With a hand on the throttle true;  
Tugging and chafing to feel the steam,  
With a snort came the Royal Blue.

On o'er the prairie bleak and cold,  
On through the wintry night;  
Howling with glee from a throat of brass—  
Blazing its way with light.  
Hurling its sparks through the startled air,  
Shaking the earth it flew;  
And the trail of smoke 'gainst the starry dome  
Marked the flight of the Royal Blue.

On through the village, on through the town,  
On through the forest old,  
As the sun came up and reflected there  
In streak of blue and gold.  
Into a city of grime and smoke,  
'Twixt cliffs of a sullen hue;  
Gliding along on the well-cleared road  
Came the tireless Royal Blue.

Into the mountain fastness then  
Up on ascending track,  
Everlasting hills towered overhead  
As they hurled its echoes back.  
On through the mountains towering o'er,  
Down through the valley it flew;  
By Potomac's ice-bound shores it flashed—  
The space-killing Royal Blue.

Again through the mountains stern and tall,  
Where Maryland Heights look down;  
Where Shenandoah's waters flow  
Where hills are gaunt and brown.  
On and into the Nation's heart  
It sped as the shadows grew,  
And came to rest 'neath the capitol dome  
The world-famed Royal Blue.



CUYAHOGA FALLS, OHIO, ON NEWCASTLE DIVISION BALTIMORE & OHIO RAILROAD

CLARK & LIGHT CO. N.Y.

## THE UNITED STATES PATENT OFFICE.

ONE of the most important government institutions in Washington City is the United States Patent Office. This bureau is under the Interior Department and is about the only branch of the executive departments that is self-sustaining, having today to its credit in the United States Treasury over \$6,000,000. Its full complement is a force of about 1,000 clerks and 200 examiners, and is presided over by a commissioner and one assistant commissioner.

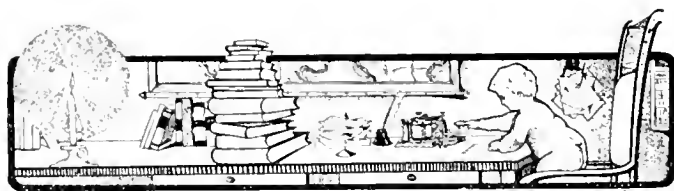
There is an average of 150 applications for patents filed each day, or about 50,000 a year. Up to the present day nearly 700,000 patents have been granted since 1836 and about half this number rejected for want of patentability. The work is divided into thirty-six divisions; each division contains one principal examiner, one first assistant and four or five other assistants. The principal divisions are those of steam engineering, electricity, railways and rolling stock. A few years ago the heaviest work fell upon the division where bicycles were examined, but now, owing to the advent of the automobile and locomobile, the division of steam engineering and electricity are crowded with work pertaining thereto. The steam engineering divi-

sion is today the banner division of the Patent Office, for in addition to the hundreds of inventions in perfecting the locomobile, they have all locomotive and steamboat engines and boilers.

The Commissioner of Patents, who has always an eye to facilitating work and giving the best of service, has selected for this particular division a corps of examiners of not only the highest technical ability, but practical men, one having served on a gunboat and another taken from the engineering ranks of the Baltimore & Ohio Railroad.

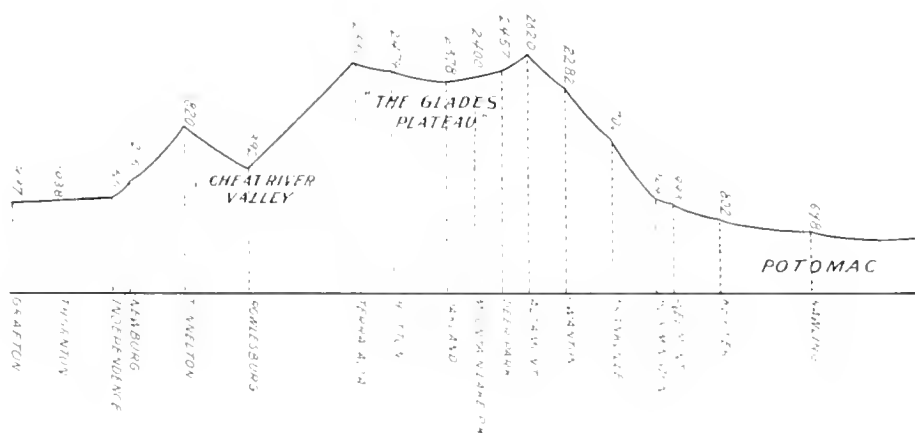
It is said on good authority that the bulk of applications for patents are filed by the laboring class of people, those especially employed in transportation by land and sea. The most wonderful strides of inventive faculty have been produced within the last decade or two, perfecting the steam boiler, the steam engine, the dynamo electric machine and the electric motor.

Judging from the enormous number of applications for patents now pending in the Patent Office, we may soon see perfected not only the wireless telegraph and telephone, but the practical dirigible balloon. It is also hinted at the Patent Office that wireless electric lighting and supply for electric motors are next in turn.





CUYAHOGA FALLS, OHIO



## SOME COMPARATIVE ALTITUDES

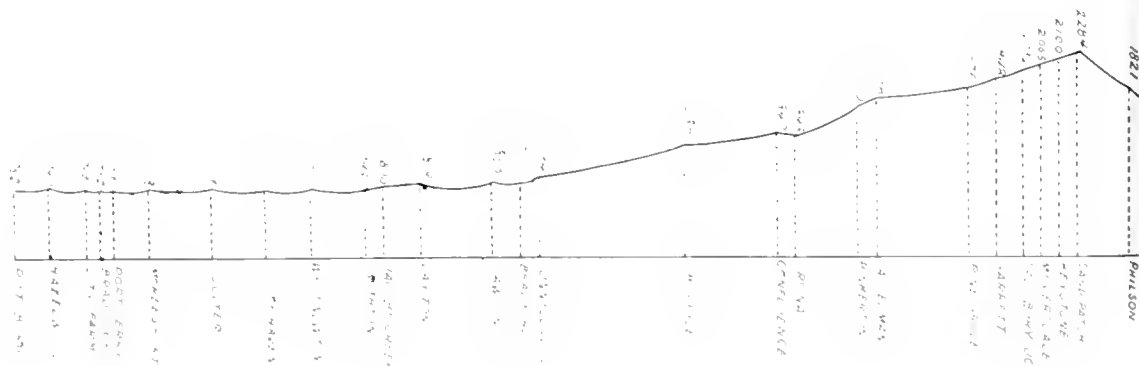
THE accompanying sketches convey a fair idea of the comparative altitudes of the different cities, towns and resorts along the line of the Baltimore & Ohio Railroad through the Allegheny Mountains. For the sake of contrast, the same scale used in showing the distances in miles between the places indicated, is also used in showing the number of feet above the sea level. This arrangement, of course, brings out the contour of the mountains sharper than it really is, but is so intended for the sake of comparison.

From the foothills of the Alleghenies in the east where the railroad begins to follow the Potomac River at Washington Junction, Md., at an altitude of 229 feet, the ascent is gradual until Harper's Ferry is reached. The first heavy swell in the mountains is here encountered and in the next six miles to Duffields a gradual rise

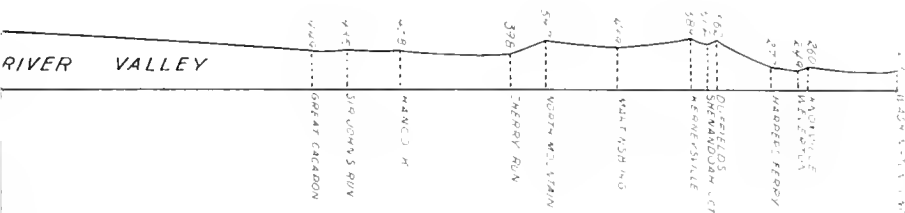
of nearly 300 feet is made, reaching its highest point in the next three miles at a point near Kerneysville of 589 feet above the sea level. Undulating valleys follow until North Mountain is reached (517 feet), which is the highest point between Kerneysville and Cumberland. North Mountain, therefore, is a natural location as a summer resort, as the mountain breezes are unbroken for many miles in each direction.

The railway commences its companionship with the Potomac River at Washington Junction and the two are almost inseparable companions with only an occasional break here and there on the way to Piedmont, a distance of 140 miles. At Hancock, W. Va. (128 feet), the elevation gradually increases all the way to Cumberland, which is reached at an elevation of 639 feet.

While Harper's Ferry is the sentinel at the eastern gateway, Cumberland guards







## IN THE ALLEGHENY MOUNTAINS.

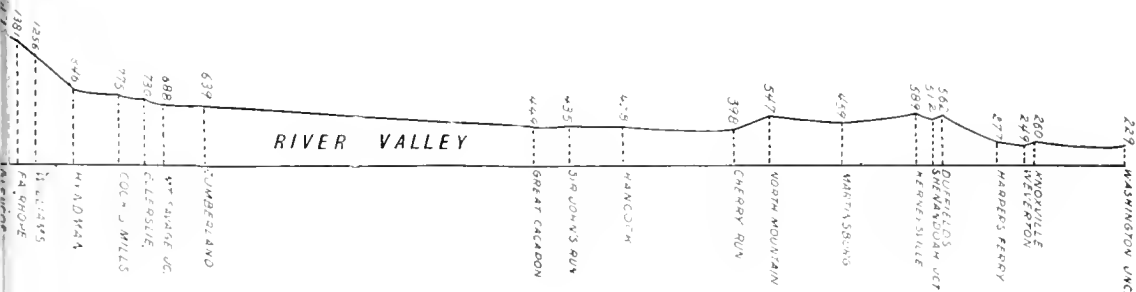
the middle passes of the dividing ranges. From this point the ascent is unbroken, as there are but few sharp hills to impede the climb in the next thirty miles to Piedmont, whose altitude is 993 feet.

The meaning of Piedmont is "foot of mountain." Here begins the famous seventeen-mile climb to Altamont (High Mountain), which is the highest portion of this section of the Alleghenies (2,620 feet). In this seventeen miles there is a rise of 1,627 feet.

From Altamont to Terra Alta, nineteen miles distant, is the great plateau or tableland of the Alleghenies, known as "The Glades." On this comparatively level plain are located the well-known summer resorts, Deer Park, Mountain Lake Park and Oakland, about three miles apart. The Glades are rich in vegetation, and on account of the elevation, no more delightful locations for summer resorts can be found on the

American continent. At Terra Alta, at an elevation of 2,550 feet, begins the western slope of the Alleghenies, and in the next twelve miles the altitude is reduced to 1,392 feet at Rowlesburg in the beautiful Cheat River region. Undulating hills follow and at Tunnelton an altitude of 1,820 feet is again reached. From thence the slope is steadily downward until at Grafton the altitude is but 997 feet.

From Cumberland to Pittsburg the great mountain is mastered with fewer obstacles in the way. The rise is gradual for thirty-three miles until the top of the mountain is reached at Sand Patch (2,284 feet). At this point the great mountain is tunneled, and the mountain-peaks tower above the railway tracks. Descending the western slope from this point, the descent is gradual to Pittsburg, which lies 752 feet above the sea level.



## WHO FIGHT THE NATION'S BATTLES?

BY THOMAS CALVER.

WHO fight the Nation's battles,  
When time for fighting comes,  
And War's grim challenge rattles  
In ringing roll of drums?  
Are they the mercenaries,  
The sordid slaves of gold,  
Whose impulse never varies  
From greed to get and hold?

Are they the vultures, seeking  
The dross of selfish ends,  
When battlefields are reeking  
With blood of foes and friends;  
When bitterness and sorrow  
Are in the victor's cheers  
That mad elation borrow,  
To pay in grief and tears?

Are they those whose ambition  
Leaps fiercely forth to power,  
Who reck not if perdition  
Shall blast the Nation's flower?  
Not these the staunch defenders,  
Who honor's portals hold,  
When battle's furnace renders  
And proves the virgin gold!

But those who love their mothers,  
Their children and their wives,  
Their sisters and their brothers,  
Far better than their lives;  
Who love the Nation's glory  
And seek her joy's increase—  
They fight her battles gory  
To honor and to peace.

In hours of quiet dreaming  
I see a picture bright,  
In Memory's mirror gleaming  
With never-fading light:  
A youth of noble bearing  
And brave, unflinching eye,  
A soldier's trappings wearing,  
To dear ones bids good-bye.

Beside the hearth-stone's altar  
The cherished, fond ones stand—  
Not one to bid him falter,  
To stay the helping hand.  
The tear may come unbidden,  
But, lit by sunny smile,  
Its cause is deftly hidden,  
With loving, tender wile.

And with him seem his near ones  
On battle's gory sod,  
In peril for his dear ones,  
His country and his God;  
The star of honor sighting  
With true, unerring aim—  
Such do the Nation's fighting,  
To victory and fame.

But dearer yet the story  
Of those who life lay down:  
Be theirs the greater glory!  
Be theirs the victor's crown!  
Our flag's immortal splendor  
Is born of blood they shed  
And homage meet we render  
Our loved, heroic dead.

Then bring the sweetest flowers  
That pearly dewdrop laves,  
And fond regret's sweet showers,  
To drop upon their graves;  
But in the heart a paen  
And on the voice a song  
To reach the empyrean  
Of glory's hero throng!

## HOW HARPER'S FERRY FELL.

NEW LIGHT ON THE HARD FIGHT IN THE MOUNTAINS FROM A FEDERAL POINT OF VIEW.

CORRESPONDENCE TO "BALTIMORE SUN."

THE following article on the battle of Harper's Ferry has been written for *The Baltimore Sun* by one who took an active part in it and who wishes the blame for the disaster to the Federal forces to rest where he claims it properly belongs:

"The true story of the surrender of Harper's Ferry to the Confederate Army on September 15, 1862, has never been told. It was unquestionably the greatest disaster to the Federals to that time, inasmuch as it prolonged the Civil War for more than two and a half years, entailing a loss of nearly half a million lives from wounds and disease, the expenditure of a vast amount of treasure and a destruction of property in the South that cannot be estimated. The report of the military commission appointed to investigate closes with the statement that "had the garrison been slower to surrender or the Army of the Potomac swifter to march, the enemy would have been forced to raise the siege or have been taken in detail, with the Potomac dividing his forces." On the one hand, the friends of Major-General McClellan have blamed Col. Dixon S. Miles, the commandant of the post, for not longer defending it; on the other, the friends of Colonel Miles have blamed General McClellan for not relieving it. All strategists, however, agree that if Harper's Ferry could have been held twenty-four hours longer the war would have been ended then and there, and further bloodshed would have been averted, and that the one who is responsible for that surrender is responsible also for the continuance of the war from September, 1862, until April, 1865.

The fact is patent to all survivors of that battle that history has never truthfully recorded the event. One historian has reported that "there was no resistance;" another says that "the garrison fell without a struggle;" and the Comte de Paris insists that "they were conquered before they had fought." These errors are based upon the official report of General-in-Chief Halleck to the Secretary of War, in which he says that "on the 15th Colonel Miles surrendered

Harper's Ferry with only a slight resistance." [Halleck's incorrect report is to be found in "Official Records," Vol. XIX, Part I, p. 5.]

Careful research fails to show one scintilla of evidence that could warrant General Halleck in making that assertion. On the contrary, all the evidence at hand goes to show that he knew better when he wrote that report which has so distorted the pages of history. For that defense was gallant, stubborn and prolonged, as will be found by any one who will examine the reports of any of the officers, Federal or Confederate, who participated in that engagement. [For number of shots fired by Federals see "Official Records," Vol. XIX, Part I, p. 797, which proves a resistance was made and that ammunition was exhausted.]

Furthermore, after a careful examination of all the evidence it is difficult to believe otherwise than that Halleck himself was responsible for the direful consequences that attended that surrender.

The writer was a member of that garrison, and he now says of his own knowledge that Halleck's report of that engagement is untrue and absolutely without foundation, as will be shown further on. Equally untrue is the assertion in Halleck's report that "upon the approach of the enemy to Harper's Ferry the officer in command on Maryland Heights destroyed his artillery and abandoned his post." Every survivor of that garrison knows that the battle commenced by the shelling of the Federal pickets at Solomon's Gap on the morning of the 11th, and that not until 3.30 (about) on the afternoon of the 13th were those great guns on Maryland Heights spiked and tumbled down the precipice. For two and a half days those guns were held to service. And Halleck must have known that his assertion was false, for their detonations were heard in Washington, as will be seen by consulting the *Star* of September 13th, in that year. [The falsehood is proved on p. 795 of Part I, Vol. XIX, "Official Records": "On the 11th of September the force at Solomon's Gap was driven," etc., and on top of p. 796, where Colonel Ford abandoned heights at 2.00 p. m. — perhaps a little

later. (N. B. It was 3.30 p. m. See Ford's Report, p. 544, *ibid.*)

And here it is well to interpose a denial of that part of the report of the Harper's Ferry Military Commission which says that "Colonel Miles, under his orders to hold Harper's Ferry to the last extremity, seemed to apply them to the town of Harper's Ferry, and held that to leave Harper's Ferry even to go on Maryland Heights would be violating his instructions." [See "Official Records," Vol. XIX, Part I, p. 796.]

This has given warrant to historians to charge that the commandant "cooped his force up in the village," when as a matter of fact he had not even a corporal's guard in the town during all the siege. At the beginning the troops were divided between Maryland Heights and Bolivar Heights. But on the 13th, when Colonel Ford abandoned the former, his brigade was transferred to the latter place. Even those troops which were needed to maintain order and to guard the bridges were drawn from the forces on the heights. And this statement will be supported by every surviving member of that garrison. Furthermore that commission knew it when they framed their report, for they had before them a map showing the fortifications and the locations of the troops, and they knew that Miles had no troops quartered in the village.

It is impossible in the confines of this article to meet all the falsehoods in the report of that commission. Its self-contradictions proclaim its falsity.

But returning to the defense of the post: By special order No. 191, dated September 9, 1862, Gen. Robert E. Lee had directed Maj.-Gen. Lafayette McLaws, with a force exceeding that under Colonel Miles, to take Maryland Heights by the morning of the 12th. [For special orders 191, of R. E. Lee, see "Official Records," Vol. XIX, Part II, p. 603, Section V.] Lee's confidence in the success of the venture was shared by Generals Longstreet and Jackson, both of whom were consulted. All were confident that Harper's Ferry would be captured by McLaws not later than the morning of Friday, the 12th, and their plans were laid in accordance therewith. But so sturdy was the defense which Colonel Miles interposed that the attack of McLaws was an utter failure, and the plans of those three great Confederate chieftains were disarranged. Longstreet makes this

clear in his work "From Manassas to Appomattox." It was then that General Jackson swept down from Martinsburg, which he had been ordered to capture, with 70,000 of all arms and fifty pieces of artillery. Besides this immense army from the westward, Colonel Miles must defend himself on the northeast from General McLaws, with a force superior to his own, while the remainder of Lee's army, under Lee in person, aided by Longstreet and D. H. Hill, was within easy marching distance, so that Harper's Ferry was practically enveloped by the whole of the Army of Northern Virginia, which was flushed with its recent victory over Pope, and was imbued with an "esprit de corps" which made it almost invincible. Here was the flower of the Confederacy, supported by its best artillery, commanded by its ablest generals, resisted by Colonel Miles, who, besides his artillery, which was practically useless in such an engagement, had about 10,000 men, of which 2,000 had not yet received their arms—for Harper's Ferry was a fortified camp of instruction, and two new and full unarmed regiments had arrived only a few days before the commencement of the siege. And for four days of almost constant fighting, two and one-half of which were spent in an artillery duel, that little band of 8,000 armed men held out until they were literally overwhelmed. From the morning of the 11th until the morning of the 15th they repulsed attack after attack, and during the last two and a half days they had to meet a far superior artillery arm, and were outnumbered twelve to one. And it is doubtful if the whole of the Civil War ever knew of a more terrific bombardment than that experienced at Harper's Ferry during the morning of September 15. [As to fierceness of artillery fire see Potts' testimony, "Official Records," Vol. XIX, Part I, p. 764; also Rigby's testimony, p. 650 *ibid.*; see their testimony as to exhaustion of ammunition; also Phillips, p. 684 *ibid.*; Von Schlen, p. 663 *ibid.*]

From the earliest streak of dawn until nearly 9 o'clock fifty pieces of artillery were trained upon our works; and with Gen. A. P. Hill's forces about to assault, and with our last shell expended. Colonel Miles called a council of war, when his brigade commanders unanimously decided that further resistance would be useless and could result only in a fearful slaughter for which the whole civilized world would hold

them to account. "The last extremity" had arrived, and the post capitulated with terms honorable alike to conquerors and conquered.

Here a digression: The "Official Records" showed the number of paroled and missing to be 12,520, and on this the historians base their figures. It is stated in those records that the list is "compiled from nominal returns," etc. Why "nominal" returns should be employed is not clear, unless the actual rolls were stolen from the archives, which was an occurrence by no means uncommon. Captain Binney, of Colonel Miles' staff, who assisted in making the lists of the paroled, says the figures are excessive, and that 10,000 will fully cover the actual number. In this he is supported by Brig.-Gen. Lorenzo Thomas, Adjutant General of the Army, who was sent to Camp Parole, near Annapolis, to receive the men. On September 20, 1862, General Thomas wired to Secretary Stanton that "the Eighty-seventh Ohio, being a three months' regiment, will be sent to Columbus, Ohio, for discharge. This will leave (after deducting for the Twelfth New York, also a three months' regiment) about 8,000 of the Harper's Ferry prisoners. \* \* \* A copy of the articles of capitulation of Harper's Ferry will be sent by mail."

Those rolls should have been, and doubtless were, attached to the articles of capitulation. But they, too, disappeared, as did also the lists prepared and sent by Brigadier-General Tyler from Camp Douglas, Chicago, on October 3, 1862.

Returning to the defense of Harper's Ferry, the facts connected with the vigorous and stubborn character of that defense put up by Colonel Miles and of the overpowering forces of the Confederate Army were well known to General Halleck when he wrote that official report of November 25 to deceive the world, and they were known also to Secretary Stanton when he allowed that report to go upon the records. They were brought out in the reports of the participating officers and in the evidence before that military commission, though examination of the entire proceedings is necessary to uncover the facts, which are adroitly hidden. The formulation of that report is, however, maladroit. It is not only confusing and misleading; it is so self-contradictory as to proclaim its own untruthfulness.

A detailed examination and analysis of

that report is impossible within the limits of this article. The main question is:

"Who was responsible for that surrender?" and "Who continued that war from September, '62, till April, '65?"

All military strategists agree that so soon as the Confederate army crossed the Potomac on September 2 the garrison at Harper's Ferry should have been withdrawn. This could have been done by the way of Hagerstown, and in such a manner as to have assisted in protecting the Cumberland Valley and Harrisburg; for Pennsylvania was in wild alarm, and Governor Curtin was calling for 50,000 militia and 80,000 troops. Indeed this plan was so apparent as not to require the judgment of a strategist. In the garrison it seemed clear to every member, and orders to that effect were so confidently expected that some packed their knapsacks to be ready for the march. Nor was Halleck ignorant of the importance of such a move. "McClellan's Own Story" (pp. 549, 550) narrates that he called upon Halleck with Secretary Seward, and so advised the General-in-Chief, asserting that the garrison at that post was useless there, inasmuch as it could not hinder Lee's army from crossing the Potomac; that it could be surrounded and captured; that it should be joined to the main army, where it could be of use; and which, if successful, could easily reoccupy the post, while if unsuccessful, the place would be valueless. He added that if it were determined to keep the garrison at the post it should be withdrawn to Maryland Heights, where it could defend itself, as the arrangements there were all wrong. In other words, the line of defense was an improper one. But McClellan was snubbed for his thoughtful care. Halleck pooh-hoohed the advice, and bowed McClellan out, saying that everything was all right as it was.

But even then McClellan was so solicitous for that garrison that at 9.45 a. m. on September 10 he telegraphed Halleck from Rockville, again asking that the troops might be withdrawn and added to the main army. Had that dispatch been heeded, or if McClellan had been permitted to communicate with Colonel Miles, his courier would have found that Major-General MeLaws, with his own and Gen. R. H. Anderson's divisions, was marching to the attack. And, falling upon these forces in the rear, while Miles was still holding Maryland

Heights in their front, these two "crack" divisions must have been captured. General McLaws, in his report, shows that he realized his peril, and that escape would have been impossible. But Halleck paid no attention to it until the following day, September 11, when Major-General McLaws, with a force superior to the whole garrison, assisted by Brigadier-Generals Kershaw, Howell, Cobb and Paul Semmes, and with the additional brigades of Generals Roger A. Pryor and Mahone, were pounding away at Solomon's Gap, the gateway to Maryland Heights. There were ten Confederate brigades under able generals to one Federal brigade under Col. Thomas Ford, who never left his tent during all the stirring incidents of those memorable days. Then, when it was too late, General Halleck wired to McClellan that it was impossible for Colonel Miles to withdraw the troops, and that his only way was to hold on until help should arrive. And when that dispatch of 9.45 a. m. of September 10 was produced by Halleck before that military commission it bore date as of September 11, no hour being specified. There was no positive order issued until the 12th, when Halleck knew that Miles was entirely cut off from communication with the outside world. He then ordered Miles to join his forces to the Army of the Potomac and to obey the orders of McClellan. That he well knew his dispatch could not reach Colonel Miles is shown by his dispatch to McClellan of the previous day. He therefore sent it to General Wool, in Baltimore, thus throwing the garrison upon General McClellan and placing upon General Wool the responsibility of getting the order through to Colonel Miles.

In connection with the altered telegram of General McClellan to General Halleck. The original as sent by General McClellan will be found in the "Official Records," Vol. XIX, Part I, p. 13; the one submitted by General Halleck will be found on page 758 of the same book. The alteration of the date covers the delay of Halleck, which resulted in the fall of Harper's Ferry. It should not be forgotten that the military commission sat behind closed doors and that the records were filed in the secret archives of the War Department. They did not get into print until 1887, two years after General McClellan's death, so that this alteration was unknown to him.

That military commission actually put a

dead man on trial and found him guilty of neglecting to fortify Maryland Heights; then it punished the dead Colonel Miles by a vote of censure. But there is abundant proof that he had advised the Washington authorities that Solomon's Gap was the one weak spot in the line of defense, and through it the Confederates could advance and capture the main battery on Maryland Heights, and so accomplish the reduction of the post. The letters were written by Captain (then lieutenant) Binney, of Colonel Miles' staff, who is still living in Massachusetts. For the necessary intrenching implements and for small pieces of artillery to guard the gap he made the requisitions. At first they were ignored; but upon repetition there came the sarcastic reply that "no digging or building tools" were required, and that none would be supplied. The dead Colonel Miles was also censured for not furnishing spades to Colonel Ford on those heights, but Captain Binney's statement throws the blame upon Halleck, who had taken the post under his own personal control.

To explain the importance of Maryland Heights:

All the fortifications in, around and about Harper's Ferry show that it was intended as an advance post for the defense of Washington, Baltimore and the Cumberland Valley from incursions from the Valley of the Shenandoah. To this end a line of breastworks was drawn from the Potomac to the Shenandoah. All the embrasures pointed toward that valley, which extended toward the southwest. On Maryland Heights, to the rear and toward the northeast, was a battery of two 10-inch Columbiads and one 50-pounder Parrott, with a few smaller pieces to protect them from assault in front or on the flank. These Columbiads covered the troops in the breastworks on Bolivar Heights at the front, and commanded the approaches to the post from all directions excepting from the northeast, which was defended by a natural barrier (Elk Ridge), impassable excepting at the narrow gap referred to. Had that gap been fortified as suggested by Colonel Miles 1,000 men could have held it against any force which could have possibly been brought against it. The great battery on Maryland Heights would have been amply secure; and so long as that should be held "Stonewall" Jackson could not have approached Harper's Ferry with

his 70,000 men, or even with a corporal's guard.

To resume, Captain Binney asserts most positively that the archives of the post would reveal the letters of warning written by him at the behest of Colonel Miles, and the requisitions for the intrenching tools and light artillery for Solomon's Gap. And Captain McGrath, who commanded the great battery on Maryland Heights, testified under oath that he saw some of those requisitions, and that Colonel Miles was much agitated because they were not filled. Captain Binney further says that he brought those archives away with the dead body of Colonel Miles, who had been mortally wounded on September 15 and who died on the 16th. From the questions propounded to him by certain members of that commission he feels certain they had seen and inspected those archives. They do not now appear among the "official records," and it is feared they have been lost or stolen from the War Department.

Concerning the fidelity of Colonel Miles, which has been impugned by some thoughtless or uninformed writers, it is only just to say that every witness who testified on the subject before that commission swore to his fealty as well as to his bravery. And both of these characteristics, together with his capability, are proved by his retention of that post for four days against such fearful odds, and by his suggestions to General Halleck about the fortification of Solomon's Gap, which, if followed, would certainly have saved that post. But the strongest evidence of his earnestness in the cause is that given by the surgeons who were constantly at his bedside, awaiting a favorable turn for amputation of his wounded leg. One who has lost his reason cannot deceive those about him: the dearest and most secret thoughts will be divulged. It was in the delirium following a mortal wound that the gallant Captain Lawrence, the heroic commander of the frigate *Chesapeake*, kept exclaiming: "Don't give up the ship." And under similar conditions Colonel Miles' patriotism arose above all pain. He was

continually urging his men to stand by their guns and to "hold the post to the last extremity." And in his moments of reason he said:

"I have done my duty. I am not afraid to die. This is a fit end for a soldier."

Shot at his post, which he was ordered to hold and which he held to the last extremity! Some of the garrison blamed him for not letting them sally forth from the breastworks on Bolivar Heights. But they were not so well informed as he and they did not know that with Jackson were 70,000 seasoned troops, brave and enthusiastic and full of fight, who would have made short work of that 8,000 armed and 2,000 unarmed. But every member of that garrison knows that Halleck's report was false; that the guns on Maryland Heights were not destroyed upon the approach of the Confederates, but were held by the gallant McGrath for two and a half days. He knows, too, that the resistance was not slight, as Halleck has told the world, but that it was gloriously managed against fearful odds, with four brigades, all told, resisting twenty-six, and with fourteen more brigades only a few miles away; and every intelligent member of that garrison knows that the post fell, not on account of a want of vigor in the defense, but because of the lines along which it was conducted. It was Halleck who put us in that trap; he had taken the post under his personal charge and kept us there against all dictates of military prudence and of common sense; he refused to permit us to withdraw to Maryland Heights; he prevented the fortification of Solomon's Gap, through which McLaws sent his forces to our capture; he neglected to honor Colonel Miles' requisition for artillery ammunition. And, lastly, he escaped the odium by throwing the abandoned garrison upon McClellan and making reports to his superior which were false generically and specifically, thus deceiving historians and corrupting the pages of history, while shielding himself beneath the funeral pall of a brave, capable and faithful officer who laid his life upon the altar of his country.



## MY FIELD.

G. D. NEAL IN "CORNELL MAGAZINE."

B  
EYOND the valley lies a sweep  
Of upland brown, where clovers peep,  
While o'er the fence the ivies creep.

The summer breezes come and go  
And stir the scattered grasses slow,  
With tender love-song whispered low.

And all day long the shadows fly  
In purple masses speeding by,  
Like messages 'twixt earth and sky.

There stands a solitary tree,  
Sole warder of the mystery  
That every forest holds in fee.

Below, as in a happy dream,  
The lightsome rippling of the stream  
Has made its own sunshine's gleam.

And where the shadows seem most deep,  
Yet merry sunbeams glint and peep,  
There lies a little child asleep.





# Stub Ends of Thought

By ARTHUR G. LEWIS.



THERE is no established law of morals; what may seem a fault in appearance often proves a virtue in fact.

EVERY pure woman marries beneath her station.

WE are never thoroughly independent until we are master of our own indiscretions.

MATERIAL nature, the goddess of all things real, teaches more truth than fiction paints.

A HEART-TO-HEART mutual confidence often sweeps away the cobwebs of disbelief.

SOME men appear to think that they should govern themselves by the opinion of others.

LOVE is a condition of fact, not alone a theory or sentiment.

THE straight and narrow path of virtue becomes a clear, broad highway to the traveler of earnest intentions.

ESTABLISHED routine is an essential requisite to successful business practice.

To be over-sanguine is as detrimental to results as the lack of consistent confidence.

CHRONIC indifference to careful thought helps to destroy the organization of intellectual advancement.

CERTAIN appearances must exist under given circumstances despite all attempts to conceal them.

THE shadows of our doubt often destroy the substance of our faith.

SOMEONE has just told me that honesty is the best policy, as he has tried both.

THE brilliancy of tomorrow's possibilities often obscures the conditions of today.

SOME men measure integrity by the value of its practice in their own experience.

WILLFUL exaggeration is the infant condition of a deliberate lie.

SINCERITY is a grand consolidated incorporation of all human virtues.

## FAITH.

BY ARTHUR G. LEWIS.

AS sunshine gathers the shadows,  
So pleasure garners pain,  
A time-proved law of nature  
That levels all doubts again.  
The star that comes in the night-time  
And dark of our heart's despair,  
Pointing the way to dawn and light  
Through the lowering clouds of care.  
  
A harbor of safety nearing:  
The strength of our heart and hand,  
While waves tumultuous surge around  
The rock on which we stand.  
Then hope for the coming morning,  
Yield not to the fears of night,  
The day will soon be dawning  
And all things come aright.

Nearest Railroad Station on B & O R R	SHOOTING		FISHING					Livery Charges, Per Day	Hotel Rates, Per Day	Character of Country
	Kind of Game	Open Season Hunting	Name of Stream	Best from Sta. mls.	Kind of Fish	Best Months for Fishing	Guide's Charges, Per Day			
Aberdeen, Md.	Canvas-back, Red-heads, Mallards, Teal and Marsh Ducks.	Nov. to March.	Chesapeake Bay and tributaries.	5	Striped Bass, Perch and Pike.	Aug. to Sept.	\$10.00 incl. food and box	\$1.50	\$1.00 to \$3.00	Open and wet.
Alken, Md.	Canvas-back, Red-heads, Black-heads, Teal, etc.	Nov. to March.	Furnace Creek.	1	Perch, Rock Bass, etc.	May	1.50 to 3.00	1.00	1.00	Open and wet.
Akron, O.	Ducks and Quail	Nov. 15, Dec. 15	Portage Lake	Close.	Bass and Perch.	.....	.....	.....	.....	Open.
Avondale, O.	Ducks and Quail	Nov. 15, Dec. 15	Reservoir	Close.	Bass and Pike	.....	.....	.....	.....	Open.
Bellton, W. Va.	Rabbits, Gray Squirrels and Quail.	Nov. to Jan.	Fish Creek	3	Bass and Small Fish	June to Sept.	.....	2.50	.....	Open, wooded, rocky and hilly.
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits.	Sept. to Dec.	Great Cacapon, Sir John's Run and Cacapon River.	2 to 12	Suckers, Eels, Carp, Bass, Trout and Black Bass.	April to Oct.	Moderate.	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Boyd's, Md.	Rabbits, Squirrels, Part-ridges, Pheasants and Robins.	Nov. and Dec.	Potomac	9	Bass and Suckers.	April and May.	.....	2.50	1.00	Open and wooded.
Brinslow, Md.	Snipe, Red and Rail	.....	Little Gunpowder and Marshes.	3	Gudgeons only	May and June	.....	.....	Moderate	.....
Cairo, W. Va.	Pheasants, Quail, Squirrels, Rabbits, etc.	Sept. to Nov.	Shenandoah, South Fork Hughes River.	6 to 12	Pike, Perch, Catfish, etc.	April to July.	.....	2.00	50c. to 75c.	Open, wooded, rocky, hilly, wet and dry.
Cameron, W. Va.	Rabbits and Birds	Nov. to Jan.	Colar Creek	6	Black Bass and Suckers.	September.	Moderate.	4.00	2.00	Wooded, rocky and hilly.
Chesapeake, Va.	Partridges, Wild Turkeys, Rabbits, Wild Ducks, Squirrels.	Nov. and Dec.	Shenandoah River	2	Black Bass and Suckers.	July to Oct.	1.50	1.50 to 3.00	1.00	Wooded and open.
Chesapeake, Pa.	Partridges, Wild Turkeys, Rabbits, etc.	Sept. to Nov.	Beaver Hole and Cheat River.	3	Perch, Salmon, Red Fin.	May to Aug.	.....	2.00 to 3.00	1.00	Wooded, rocky and hilly.
Chesburg, W. Va.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants and Quail.	Oct. and Nov.	Elk-Gale, Kanawha.	17 to 100	Pike and Catfish.	April and May	1.00 to 2.00	3.00	1.50 to 2.00	Rolling, dry and wooded.
Confluence, Pa.	Pheasants and Quail.	Oct. 15 to Nov. 15	Youghiogheny, Casselman and Laurel Hill Rivers.	Close.	Black Bass and Trout.	May to July	.....	2.00 to 3.00	1.50 to 2.00	Wooded and hilly.
Corinth, W. Va.	Rabbits and Squirrels	Nov. and Dec.	Snowy Creek.	2	Mountain Trout	May to Sept.	.....	.....	.....	Wooded.
Cowanton, Md.	Wild Turkeys, Pheasants, Rabbits and Quail.	Oct. to Dec.	Seven's Fishing Shore.	1	Pike, Perch, Catfish, Gudgeons and Suckers.	Oct. and Nov.	1.00	.....	.....	Wooded.
Cumberland, Md.	Rabbits and Quail.	.....	Patterson Creek	8 to 18	Bass and Suckers.	.....	1.50 to 2.00	2.50 to 4.00	.....	Open, wooded, rocky, hilly, and marshy.
Dalhousie, Md.	Rabbits, Squirrels	Nov. and Dec.	Monocacy and Potomac Rv.	3	Bass	March, April.	1.50	1.50 to 2.50	1.50	Various.
Deer Park, Md.	Pheasants, Wild Turkeys, Woodcock and Squirrels.	Sept. and Oct.	Deep Creek	5 to 7	Trout	April to June	1.00	3.00 to 5.00	1.00	Wooded and hilly.
Dunbar, Pa.	Turkeys, Pheasants and Quail.	All the year.	Yough River.	Close.	Bass.	April to Oct.	.....	.....	.....	Rocky.
Farmington, W. Va.	Squirrels, Rabbits and Quail.	Oct. to Dec.	.....	Close.	Perch and Carp	April and May	.....	2.50	1.50	Wooded and hilly.
Folsom, Pa.	Red and Rail Birds.	.....	Delaware River	Close.	Catfish, Sunfish, Perch.	.....	.....	.....	Moderate.	Partially wooded, heavy with reeds.
Frederick Junction, Md.	Rabbits, Pheasants and Part-ridges.	Nov. and Dec.	Monocacy River.	Close.	Bass and Carp	Sept. and Oct.	.....	3.00	.....	Mostly woods, hilly.
French's, W. Va.	Deer, Squirrels, Rabbits and Turkeys.	Nov. to Jan.	South Branch.	14 to 40	Black Bass and Suckers	Aug. and Sept.	.....	.....	.....	.....
Garnett, Pa.	Squirrel, Quail, Turkey, Squirrel, Pheasant, Rabbit, Turkey.	Fall to April to Sept.	Willie Creek.	Close.	Trout and Bass.	June, July, Aug.	.....	2.00 to 3.00	1.00	Rocky and hilly.
Great Cacapon, W. Va.	Wild Turkeys and Deer.	Oct. to Dec.	Potomac and Cacapon Rivers.	5 to 6	Black Bass	June to Sept.	.....	.....	75c.	Open, wooded, hilly, dry.
Hagerstown, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Part-ridges.	Nov. and Dec.	Potomac River	6 to 10	Black Bass	Sept. and Oct.	.....	3.00	1.00 to 2.50	Wooded and hilly, dry.
Hancock, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Part-ridges.	Nov. and Dec.	Potomac River	Close.	Black Bass	Sept. and Oct.	.....	2.00 to 2.50	1.50 to 2.00	Open.
Harper's Ferry, W. Va.	Quail, Turkeys, Rabbits and Squirrels.	Sept. 15 to Jan.	Shenandoah and Potomac Rivers.	3	Black Bass and Carp	May to Dec.	2.00	2.00 to 4.00	2.00	Hilly and dry.
Havre de Grace, Md.	Woodcock, Ducks and Part-ridges.	Nov. to March	Susquehanna River	Close.	Black Bass, Black, White and Yellow Perch.	July to Oct.	.....	3.00 and 5.00	2.00	Open and wooded, rocky and hilly.
Keyser, W. Va.	Deer and Wild Turkeys.	Sept. to Jan.	Mountain Streams	15 to 30	Black Bass and Mountain Trout.	.....	.....	3.00 to 5.00	.....	All kinds.
Knoxville, Md.	.....	.....	Potomac River	Close.	Bass	May and Oct.	1.00	2.00 to 3.00	2.00	Mountains.



# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 524 ROYAL LIMITED DAILY 5 HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV WASHINGTON .....	7.05	8.30	9.00	10.00	12.30	3.00	4.00	6.05	8.00	11.30	3.00
LV BALTIMORE, CAMDEN STATION .....	7.55	9.19	9.62	10.50	1.20	3.49	4.48	6.00	9.00	12.39	3.61
LV BALTIMORE, MT. ROYAL STATION .....	8.00	9.24	9.67	10.54	1.25	3.53	4.52	6.05	9.05	12.44	3.55
AR PHILADELPHIA .....	10.15	11.27	12.11	12.53	3.29	5.61	7.00	8.19	11.40	3.10	6.00
AR NEW YORK, LIBERTY STREET .....	12.35	1.40	2.30	3.00	6.00	8.00	9.25	10.40	3.20	6.62	8.30
AR NEW YORK, WHITEHALL TERMINAL .....	12.40	1.45	2.35	3.05	6.05	8.05	9.30	10.60	-----	-----	8.35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 EX. SUN 5 HOUR	No. 507 DAILY	No. 535 EX. SUN	No. 509 ROYAL LIMITED DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL .....	12.10	7.55	9.65	11.25	12.55	1.25	3.35	4.55	6.55	12.10
LV NEW YORK, LIBERTY STREET .....	12.15	8.00	10.00	11.30	1.00	1.30	3.40	6.00	7.00	12.15
LV PHILADELPHIA .....	7.30	10.26	12.20	1.37	3.08	4.17	5.48	7.26	9.38	3.35
AR BALTIMORE, MT. ROYAL STATION .....	9.31	12.41	2.26	3.36	5.06	6.61	7.46	9.32	11.46	6.06
AR BALTIMORE, CAMDEN STATION .....	9.35	12.45	2.30	3.40	5.10	6.55	7.50	9.36	11.60	8.10
AR WASHINGTON .....	10.35	1.40	3.30	4.30	6.10	7.50	8.40	10.35	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL .....	9.55 AM	12.55 PM	N 1.25 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV NEW YORK, LIBERTY STREET .....	10.00 AM	1.00 PM	N 1.30 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV PHILADELPHIA .....	12.20 PM	3.08 PM	N 4.17 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
LV BALTIMORE, MT. ROYAL STATION .....	2.26 PM	5.05 PM	6.51 PM	11.46 PM	9.31 AM	8.50 AM	11.46 PM	-----
LV BALTIMORE, CAMDEN STATION .....	2.40 PM	5.20 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
LV WASHINGTON .....	3.45 PM	6.20 PM	8.30 PM	1.10 AM	10.45 AM	10.05 AM	1.00 AM	-----
AR PITTSBURG .....	-----	-----	6.10 AM	1.10 AM	7.40 PM	-----	9.15 AM	LV 3.30 PM
AR CLEVELAND .....	-----	-----	10.45 AM	-----	-----	-----	-----	9.35 PM
AR WHEELING .....	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM
AR COLUMBUS .....	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM
AR TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
AR CHICAGO .....	5.55 PM	7.30 PM	-----	7.23 AM	9.30 AM	12.00 AM	-----	6.50 AM
AR CINCINNATI .....	8.00 AM	-----	-----	6.35 PM	-----	2.35 AM	-----	-----
AR INDIANAPOLIS .....	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
AR LOUISVILLE .....	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----
AR ST. LOUIS .....	5.50 PM	-----	-----	7.28 AM	-----	1.30 PM	-----	-----
AR OHATTANOOGA .....	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
AR MEMPHIS .....	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
AR NEW ORLEANS .....	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

Through Pullman Sleepers to all points. \* On Sunday connection is made by Train No. 507

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM., DAILY	No. 46 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY
LV CHICAGO .....	* 8.30 AM	2.45 AM	3.30 PM	10.10 AM	-----	-----	8.00 PM	7.00 PM
LV TOLEDO .....	-----	-----	-----	7.15 PM	-----	-----	-----	-----
LV COLUMBUS .....	-----	-----	-----	12.20 AM	-----	-----	-----	11.00 AM
LV WHEELING .....	-----	-----	11.30 PM	-----	3.00 PM	-----	-----	-----
LV CLEVELAND .....	-----	-----	8.00 AM	-----	9.45 PM	6.30 PM	1.20 PM	-----
LV PITTSBURG .....	-----	-----	-----	-----	-----	8.05 PM	-----	-----
LV ST. LOUIS .....	* 8.40 AM	2.05 AM	-----	-----	-----	2.30 AM	-----	-----
LV LOUISVILLE .....	2.00 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV INDIANAPOLIS .....	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV CINCINNATI .....	* 6.10 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
LV NEW ORLEANS .....	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----
LV MEMPHIS .....	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----
LV OHATTANOOGA .....	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
AR WASHINGTON .....	12.20 PM	6.41 AM	4.50 PM	12.05 PM	6.55 AM	2.45 AM	11.05 PM	11.05 PM
AR BALTIMORE, CAMDEN STATION .....	1.15 PM	7.50 AM	6.53 PM	1.15 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR BALTIMORE, MT. ROYAL STATION .....	1.25 PM	8.00 AM	6.05 PM	1.25 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR PHILADELPHIA .....	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR NEW YORK, LIBERTY STREET .....	6.00 PM	12.35 PM	10.40 PM	6.00 PM	12.35 PM	8.30 AM	6.52 AM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL .....	6.05 PM	12.40 PM	10.50 PM	6.05 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. \* Daily. + Daily, except Sunday

# THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

## EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia
- No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia
- No. 526.** Buffet Parlor Car Washington to New York.
- No. 522.** Parlor Car, Dining Car, table d'hôte, Baltimore to New York.
- No. 528. Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
- No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Washington to New York. No extra fare other than regular Pullman charge.
- No. 536.** Buffet Parlor Car Washington to New York.
- No. 506.** Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
- No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York.

## WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.
- No. 517.** Buffet Parlor Car New York to Washington.
- No. 501.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 527. Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
- No. 507.** Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.
- No. 535.** Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.
- No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
- No. 503.** Buffet Drawing Room Car New York to Washington.
- No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.
- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.
- No. 9.** Drawing Room Sleeping Car Baltimore to Cleveland and Sleeping Car Baltimore to Pittsburg. Dining Car Philadelphia to Baltimore and Pittsburg to Youngstown.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper; Dining Cars serve balance of meals.
- No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47.** Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago. Sleeping Car Pittsburg to Cleveland. Dining Car Pittsburg to Youngstown.
- No. 55.** Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.
- No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.
- No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Sleeping Car Cleveland to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10.** Sleeping Cars Pittsburg to Baltimore and Drawing Room Sleeping Car Cleveland to Baltimore. Dining Car Youngstown to Pittsburg and Washington to Philadelphia.
- No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.
- No. 46.** Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg. Dining Car Youngstown to Pittsburg.
- Nos. 14 and 46.** Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

# THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HOSODLE, Ticket Agent. Howard Street, F. S. G. APLEY, Ticket Agent.  
BALTIMORE, Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent. B. F. BOND, Division Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.  
BELLAIRE, OHIO, J. T. LANE, Traveling Passenger Agent.  
BOSTON, 211 Washington Street, J. P. TAGGART, New England Passenger Agent, E. E. BAEKEY, Ticket Agent.  
BROOKLYN, N. Y., 339 Fulton Street, T. H. HENDRICKSON, Ticket Agent.  
BUTLER, PA., W. M. TURNER, Ticket Agent.  
CANTON, OHIO, S. S. MCGILW, Ticket Agent.  
CHESTER, PA., A. M. D. MULLINX, Passenger and Ticket Agent.  
CHICAGO, 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, General Agent. H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan and Trust Bldg., H. G. WINES, Ticket Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.  
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S-W.  
CINCINNATI, 4th and Vine Streets, J. B. SCOTT, District Passenger Agent, B. & O. S-W. C. H. WISEMAN, City Ticket Agent, B. & O. S-W. Central Union Station, OLIN B. MCCARTY, Passenger Agent, B. & O. S-W.; E. REISING, Station Passenger Agent; WM. BROWN, Depot Ticket Agent.  
CITY OF MEXICO, MEX., D. BARKHAUSE, Agents General, B. & O. S-W. Apartado 200.  
CLEVELAND, OHIO, 241 Superior Street, G. W. SQUIGGINS, Passenger and Ticket Agent. South Water Street Station, A. N. DIEZ.  
COLUMBUS, OHIO, No. 8 North High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, F. PAGELS, Ticket Agent.  
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.  
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S-W.  
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S-W.  
HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.  
KANSAS CITY, MO., Box 264, C. GOODRICH, Traveling Passenger Agent, B. & O. S-W.  
LOUISVILLE, KY., 4th and Main Streets, R. S. BROWN, District Passenger Agent, B. & O. S-W.; J. G. ELGIN, City Passenger Agent, B. & O. S-W.; W. E. PROSSER, Traveling Passenger Agent, B. & O. S-W.; J. H. BORSLEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 7th Street Station.  
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NEWARK, N. J., 182 Market Street, F. T. FEAREY, Ticket Agent.  
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent; F. P. COOPER, Traveling Passenger Agent.  
NEW YORK, 431 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent, C. R. JONES, Ticket Agent. 380 Broadway, H. B. FAIRBANK, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 113 Broadway, HENRY GAZE & SONS, Ticket Agents. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. R.  
NORFOLK, VA., 164 Main Street, ARTHUR G. LEWIS, Southern Passenger Agent; W. C. YOUNG, Ticket Agent.  
OMAHA, NEB., 504-5 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.  
PARKERSBURG, W. VA., A. J. SMITH, Traveling Passenger Agent.  
PHILADELPHIA, 834 Chestnut Street, BERNARD ASBRY, District Passenger Agent, C. D. GLADHING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WALKER, Ticket Agent. 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents, 302 Market Street, UNION TRANSFER CO., Ticket Agents. 99 South 3d Street and 129 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.  
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ST. LOUIS, Broadway and Locust Street, F. D. GILDERSLIFFE, Assistant General Passenger Agent, B. & O. S-W.; H. C. STEVENSON, City Passenger Agent, L. G. PAUL, City Ticket Agent, L. L. BORSING, Station Passenger Agent; S. F. RANDELPH, Traveling Passenger Agent.  
ST. PAUL, MINN., R. C. HAYSE, Northwestern Traveling Passenger Agent.  
TIFFIN, OHIO, A. J. BELL, Ticket Agent.  
VINCENNES, IND., Traveling Passenger Agent, B. & O. S-W.  
WASHINGTON, D. C., 507 15th Street, N. W. Cor. New York Avenue, S. B. HEGG, General Agent, H. P. MERRILL, Ticket Agent. 619 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent. Station, New Jersey Avenue and C Street, J. LEWIS, JR., Ticket Agent.  
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Passenger Agent.  
WILMINGTON, DEL., Delaware Avenue Station, H. A. MILLER, Passenger and Ticket Agent. Market Street Station, J. E. HITCH, Ticket Agent.  
WINCHESTER, VA., I. B. PAXTON, Ticket Agent.  
YOUNGSTOWN, OHIO, JAMES Aiken, Ticket Agent.  
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.  
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

## TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, P. & W. Lines, Pittsburgh.	O. P. MCCARTY, General Passenger Agent, Baltimore & Ohio S-W R. R., Cincinnati.
M. G. CARREL, General Passenger Agent, C. L. & W. R.V., Cleveland.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio R. R., Chicago.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore.	

# GUIDE TO WASHINGTON



**A** MOST beautiful, artistic and practical "Guide to Washington," fully illustrated (covers engraved and printed from steel plate, portrait of Washington from original painting by Stuart, owned by Boston Art Museum), published by the Passenger Department of the Baltimore & Ohio Railroad, can be obtained from principal Ticket Agents for ten (10) cents, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

**D. B. MARTIN,**  
Manager Passenger Traffic,  
Baltimore & Ohio Railroad, Baltimore, Md.

**B. N. AUSTIN,**  
General Passenger Agent,  
Baltimore & Ohio Railroad, Chicago, Ill.

# CONGRESS IN SESSION

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**BOSTON AND NEW YORK**

TO

**WASHINGTON**

LEAVING BOSTON

March . . . 14, 1902    \*April . . . 25, 1902  
March . . . 28, 1902    \*May . . . 9, 1902  
April . . . 11, 1902    \*October . . . 23, 1902

**\$25**  
Boston

**\$18**  
New York

COVERS EVERY EXPENSE: EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING.

\*On account of the usual advance in rates by the Fall River Line on May 1st, price of tickets from Boston for the tour of April 25th, will be \$26, and for the tours of May 9th and October 23d, will be \$27.

## Royal Blue Line

### POPULAR.... THREE DAY TOURS

FROM

**NEW YORK and PHILADELPHIA**

AND INTERMEDIATE POINTS TO

**Washington**

PERSONALLY CONDUCTED  
ALL EXPENSES INCLUDED

**\$12 From NEW YORK**  
**\$9 From PHILADELPHIA**

March . . . 13, 1902    April . . . 24, 1902  
March . . . 24, 1902    May . . . 8, 1902  
April . . . 10, 1902

COVERS EVERY EXPENSE: INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**Boston, New York, Philadelphia,  
Chester, Wilmington and Baltimore**

TO

**Washington  
Richmond**

AND

**Old Point Comfort**

ON SATURDAYS

March . . . 1, 1902    April . . . 12, 1902  
March . . . 15, 1902    April . . . 26, 1902  
March . . . 29, 1902    May . . . 10, 1902

LEAVE BOSTON ON FRIDAYS PRECEDING

Write for Pamphlet Covering Details

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED TO THE

**Battlefield of Gettysburg  
and Washington**

FROM BOSTON MONDAY, MAY 26, AND  
FRIDAY, SEPTEMBER 12, 1902

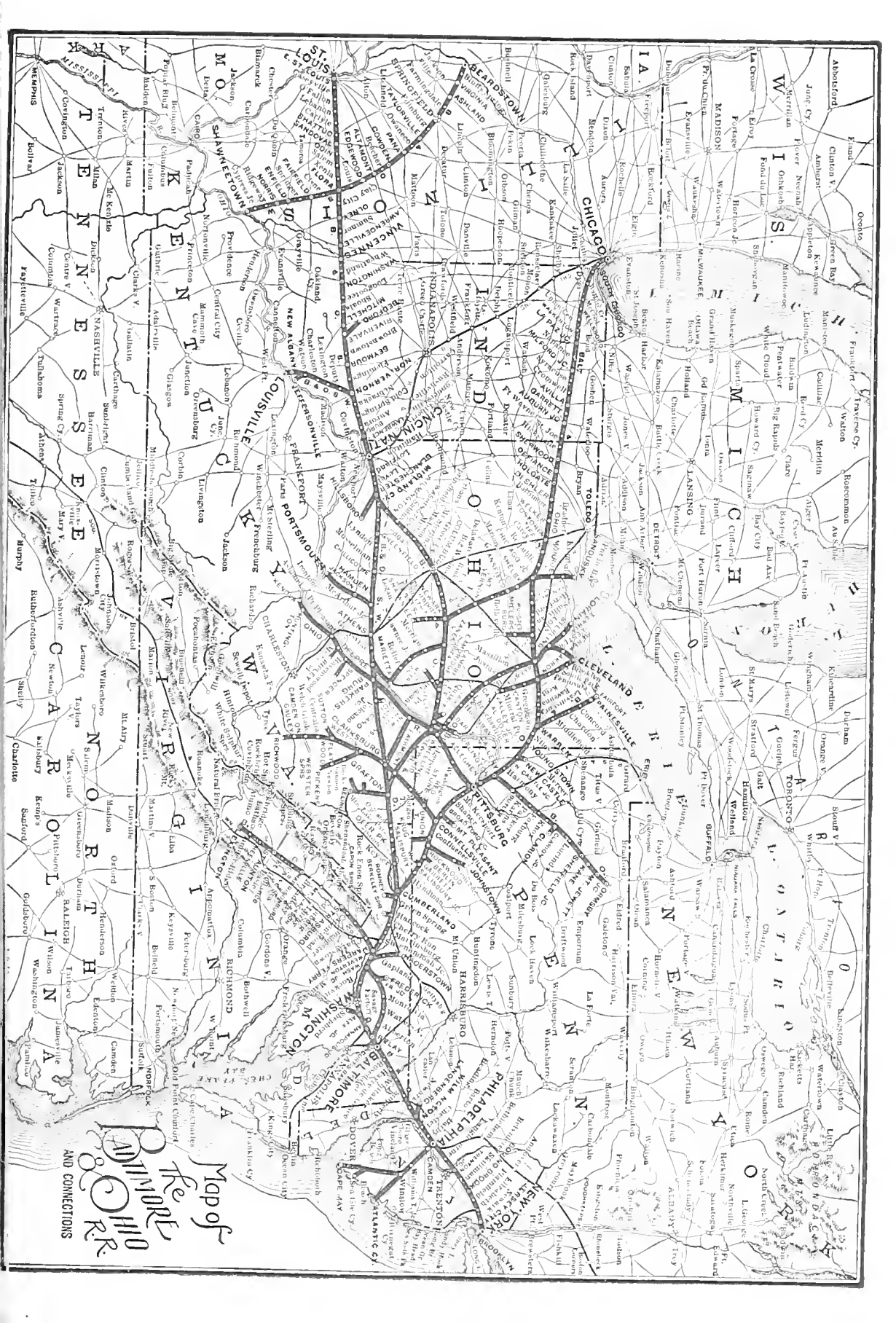
FROM NEW YORK AND PHILADELPHIA  
TUESDAY, MAY 27, AND SATURDAY,  
SEPTEMBER 13, 1902

**\$32 From BOSTON . . .**  
EXCEPT SUPPER ON FALL RIVER STEAMER  
**\$22 From NEW YORK .**  
**\$19 From PHILADELPHIA**

COVERS EVERY EXPENSE: INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, HOTEL ACCOMMODATIONS, CARRIAGE DRIVES, ETC.

For tickets and booklet containing full information call at Royal Blue Line Ticket Agencies, No. 211 Washington Street, Boston, Mass.; 434 and 1300 Broadway, New York City, and 834 Chestnut Street, Philadelphia.





Map of  
RAILROADS  
AND CONNECTIONS

# Baltimore



# Ohio

## R.R.

### EAST AND WEST



## CALENDAR - 1902



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29	27	28	29	30			
														30	31												
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	29	30						27	28	29	30	31			24	25	26	27	28	29	30
																					31						
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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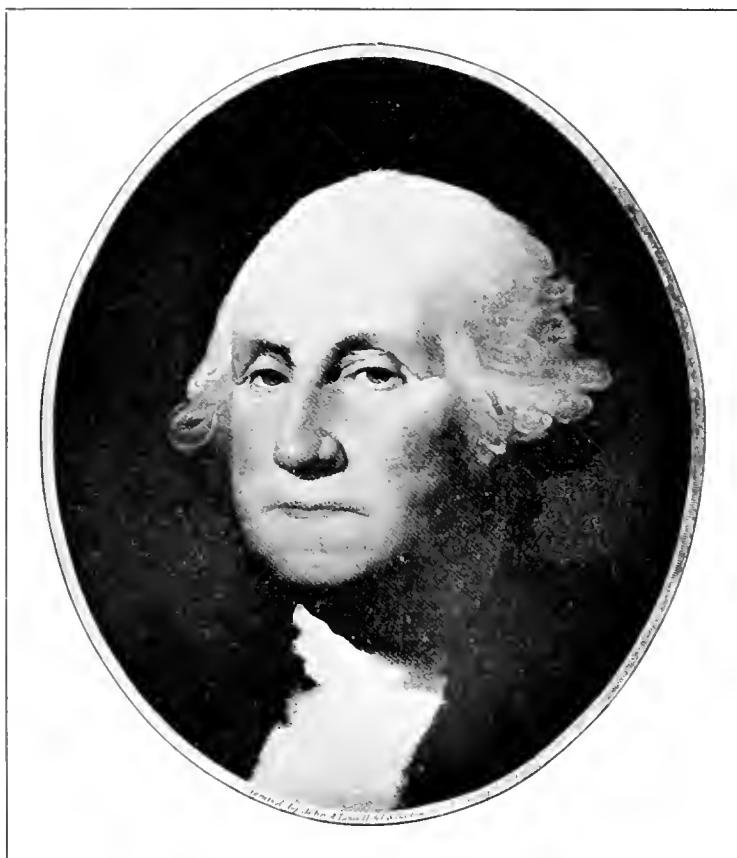
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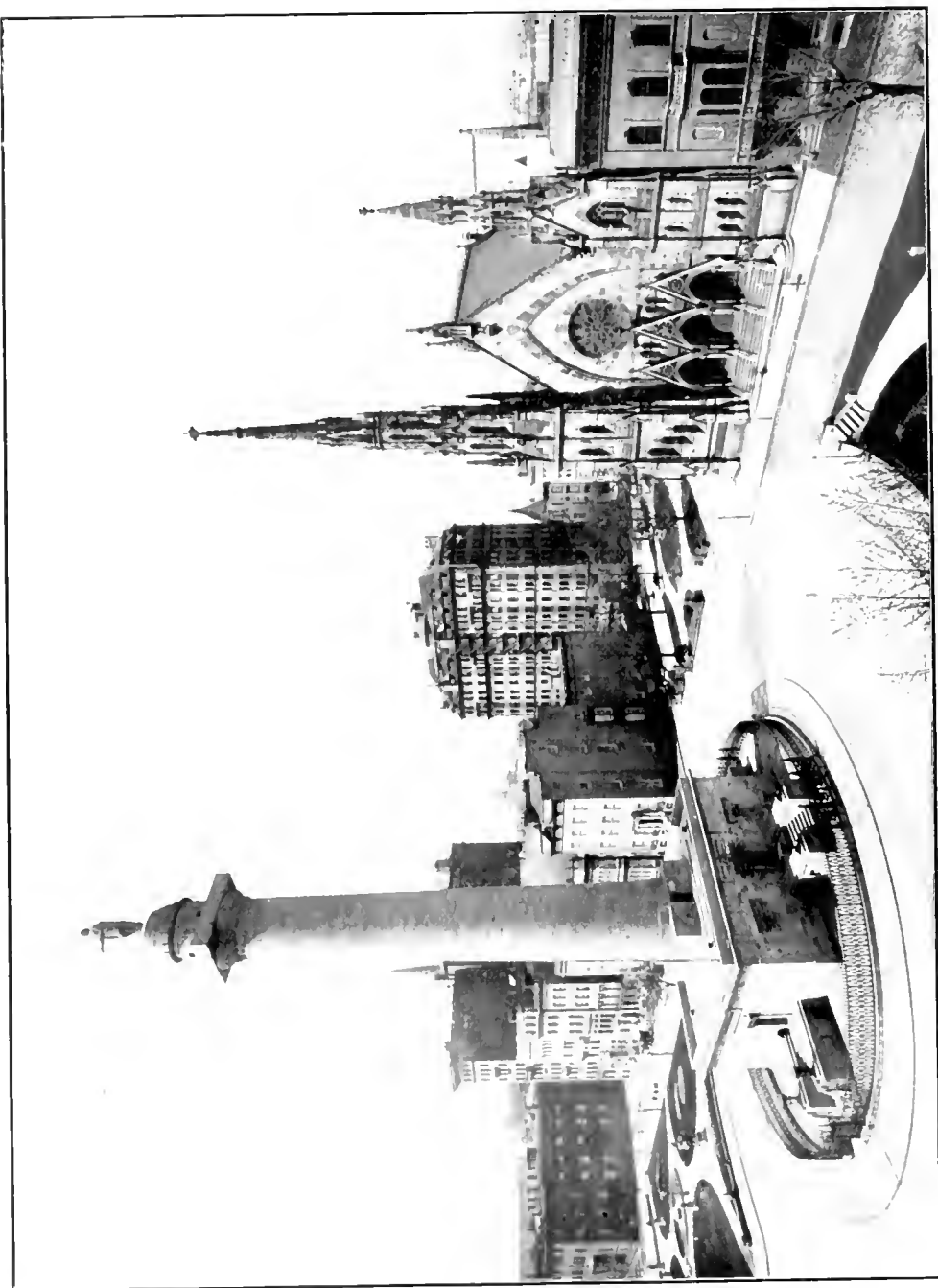


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# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, APRIL, 1902.

No. 7.

## THE BEAUTIFUL PARKS OF BALTIMORE.

FEW cities can boast of such splendid parks and playgrounds as the city of Baltimore. The value of these oases in and about the immense and crowded city, where houses are built compact and flush with the sidewalks, cannot be estimated by money. The great expanses of lawn and foliage are the playgrounds of the children and the breathing spaces of the multitude. They are looked after with jealous care by their keepers and are kept in immaculate trim by their managers; and who, indeed, dares begrudge the money spent in the supporting of such benevolent institutions to the thousands of inhabitants of a metropolitan city?

New York has her Central Park; Boston her Common; Philadelphia her Fairmount; Chicago her Lincoln and Washington, but Baltimore has her Druid Hill, with every blessing of nature bestowed upon it. Hills and valleys, forests and plains, lakes and rivulets, flowers and lawns, cover an immense territory of 671 acres.

Druid Hill was chosen as a park site in 1860 with an acreage of a little more than 518 acres, and was formally inaugurated on October 19 of that year with impressive ceremonies. Nature reigned supreme and man had to exercise but little ingenuity to enhance the beauty of the scene. In forty years the roadways have been perfected—splendid macadam driveways they are. Bicycle roads and bridle paths lead into most bewitching entanglements. Springs exist everywhere and inviting drinking fountains appear in the most unexpected portions of the forest drives.

The wooded districts are particularly beautiful and wild. Trees straight as arrows reach a hundred feet in height,

forming grand canopies of shade. In these silent retreats are many deer; shy, though not wild, giving the passer-by only a casual glance from a good distance.

Many of the driveways through the wooded districts lead to the open, which suddenly presents a panorama of distant fields on which the picturesque shepherd is attending his flocks.

From one of the hills at the Mansion House, looking toward the city, attention is attracted to a beautiful view through an opening in the trees, with the lake in the distance and the house tops of the city far beyond. This vista is watched with care by the landscape gardeners to prevent the growth of the trees from closing and obscuring the picture.

At the Mansion House is the "Zoo," with enough of wild animals to presume upon the name and furnish amusement for the children.

There are well laid out golf links, tennis courts, ball fields, croquet grounds and enough space to provide for everyone.

An unusual feature in this grand park is the separation of a number of wooded districts, which are numbered and can be engaged by the public for church or society picnics at a very nominal sum. Application is made upon the park manager and the woods assigned for one party at a given time and that party is protected from all other comers if it is so desired.

The boat lakes, the seal ponds and the immense reservoir furnish the water, without which no park is complete.

Speedways allow fast driving at certain hours. In summer or winter the magnificent park is sought in pleasure, as the season permits.



THE MALL, DRUID HILL PARK, BALTIMORE

Patterson Park was presented to the city in 1827. It then contained but five or six acres, and since then enlarged to cover an area of about 106 acres.

Riverside Park was originally called Battery Square, on which had been located the old "Six Gun Battery," said to have taken part in the defense of Fort Mcllenry in 1814. It covers an acreage of seventeen.

Fort McHenry, guarding the entrance to Baltimore harbor, while not considered in any way at present a park, has been the subject of a petition to the government to allow the city to beautify it and turn it into a park, as it is on historic ground. It was here the "Stars and Stripes" remained unfurled to the British fire and inspired Francis Scott Key to write his immortal "Star Spangled Banner."

Federal Hill Park is as its name implies, on Federal Hill, covering an average of eight acres, overlooking the harbor.

Carroll Park, in the southwestern part of the city, was originally a portion of the old estate of Charles Carroll, Barrister, so called

to distinguish him from Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, and who cast the first spadeful of earth for the building of the Baltimore & Ohio Railroad. This park has an acreage of 100.

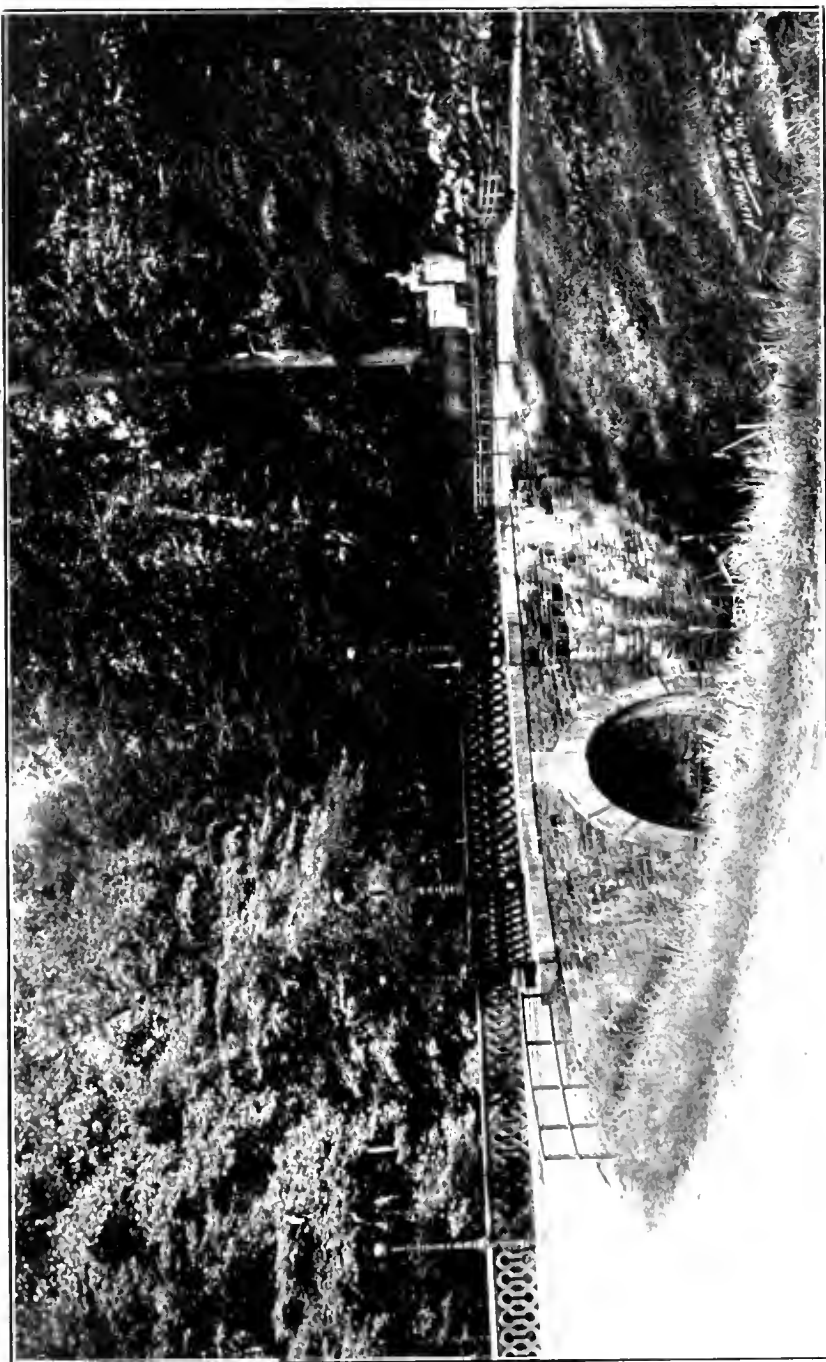
Clifton Park, containing more than 300 acres at Lake Clifton, while next in size to Druid Hill has not yet grown to renown, as it certainly will.

Last year an appropriation was made for the purchase of twenty-eight acres of land on Gwynn's Falls, and another park will be added.

In addition to the parks are a number of beautifully improved squares scattered throughout the city, covering more than a 100 acres. Chief among them and indeed one of the most artistic in the world is Mount Vernon Place, in the center of the fashionable residence section. The original Washington Monument rises from the center. Of the boulevards, Eutaw Place is most beautiful and conspicuous, with drive-ways on each side of a center grass plot, embellished with exquisite flower beds.

[The illustrations of Druid Hill Park were kindly loaned by Mr. T. R. Clendenin, President Board Park Commissioners, Baltimore.]





GARRETT BRIDGE, DRUID HILL PARK, BALTIMORE



CROW'S NEST ROAD DRUID HILL PARK BALTIMORE



DRUID LAKE. LOOKING NORTH. DRUID HILL PARK, BALTIMORE.



TWIN BEACH DRIVE ORCHARD HILL PARK BALTIMORE





SOUTHEAST FROM THE MANSION, DRUID HILL PARK, BALTIMORE



## THE G. A. R. (1902) ENCAMPMENT AT WASHINGTON.

IN the eternal fitness of things, all national military gatherings should be held at Washington, the capital of the nation, but it is even more appropriate that the G. A. R.—the defenders of the nation—should gather there in convention.

It is now just a decade since these veterans filed in grand reunion along Pennsylvania Avenue, in much the same manner



CAPITOL OF THE UNITED STATES.

as in 1865 when President Lincoln reviewed the army at the close of the war. Once more, and probably for the last time, comes the bugle call for assembly at Washington.

How many of the grizzled and gray-haired veterans will be able to answer the summons? Compare the figures for ten years: In 1890 the total membership of the G. A. R. was 400,489; in 1900 the number was reduced to 276,662—a falling off of 123,827.

Washington extends the invitation at a seasonable time—October—when the harvesting is done and the days are cool and crisp and beautiful. The invitation will be accepted with unusual alacrity by all who can. The rare opportunity of once more visiting the arena of battle, will be an additional inducement.

In May, 1861, the Federal advance columns were concentrated at Parkersburg, Wheeling and Harper's Ferry in West Virginia, and distributed along the line of the Baltimore & Ohio Railroad to Washington.

As a consequence the road became a boiling caldron of war, around which the fires blazed incessantly. The greater number of the Union soldiers, therefore, had served a portion of their enlistment in that territory. Making the trip to Washington over the old "B. & O." will be one of the important features of the Encampment, as many familiar landmarks will vividly recall the stirring times of nearly forty years ago.

The seventeen-mile grade between Altamont and Piedmont was where the Confederates would turn cars loose down the track, cause wreckage and block the line.

The Potomac River, rich in beauty and memories, follows the line from Piedmont to Washington Junction—150 miles.

At Martinsburg occurred the stealing of "B. & O." locomotives by the Confederates under "Stonewall" Jackson.

Harper's Ferry, probably the most historical city of the war, lies at the confluence of the Potomac and Shenandoah rivers. Every schoolboy knows something about it.

The Shenandoah Valley—the "valley of dispute"—lays southwest of Harper's Ferry. What an endless array of events are connected with its name! These are a few of the inducements held out for an encampment at Washington. The invitation sent



THE WHITE HOUSE.

out by the Washington committee ten years ago will be repeated and the scenes re-enacted.

The following was the invitation, and it is probably not too early to say that it may be repeated:

"It is needless to speak of the welcome the veterans of the Union will receive when they come to Washington. There is no city in the world that would not be proud to receive them, and there is no city in the land which Washington would permit to outdo it in honoring and entertaining the Grand Army. The citizens of Washington were glad enough when the boys in blue came there in 1861. They will make them feel more than welcome if they will come again in 1892—come again and see a city that is four times as large as then and a thousand times as beautiful. This invitation is extended with a belief on the part of the citizens that, great as their desire to welcome to their homes the men who fought for the Union, there are many thousands of veterans who have a desire equally as strong to visit Washington and the battle fields in its vicinity—ground consecrated by the valor of the soldiers of the Union.

"Washington is the capital of the nation. It is the most beautiful city on the continent. It is stored with objects of patriotic interest, and while the attractions of its public buildings, its beautiful streets, its parks and monuments, its museums, and the presence of the government appeal strongly to all classes, there are historic associations that put Washington far beyond comparison with other cities in the interest of the veteran of the war. On every hill around it are the footprints of the war. A few miles away is the field of Bull Run, where the soldiers of the Union got their first stern lesson in war.

"It is but a pleasant day's excursion to the field of Antietam. It is a short and easy journey to the great battleground of



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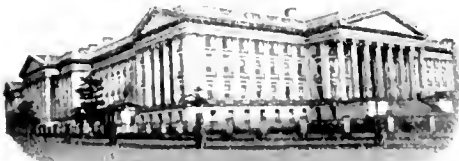
Gettysburg, where the tide of war was turned. Washington is at the center of an historic region, whose towns and streams bear names that call up vivid memories of battle. In this region, all within the radius of a day's journey, lie all the famous fields on which the Army of the Potomac fought its great battles, from Bull Run to Appomattox. An inviting steamboat ride down the river and bay, past many points of historic interest, including Mt. Vernon and the Tomb of Washington, brings one to Hampton Roads, where the Monitor and Merrimac fought and naval warfare was revolutionized.

"Then the ground of all of McClellan's operations against Richmond in 1862—Yorktown, Seven Pines, Fair Oaks, Gaines' Mill, the Seven Days' battle, Savage Station and Malvern Hill, can all be easily reached and traversed from Washington. Fredericksburg and Chancellorsville, of tragic memory, are close at hand. Then the men who were with Grant in 1864 and 1865! They can visit again the wilderness where such hot fighting was done—Spottsylvania Court House, Cold Harbor, Five Forks and all the fields where the great captain commanded.

"Near by is Harper's Ferry, teeming with its war associations; and the Shenandoah Valley, quite as famous for its memories of Sheridan and his men as for its beauty, lies within the limits of a day's excursion.

"The city itself, with Arlington and other great national cemeteries, with its monuments to great commanders, whose names are held in loving memory by veterans, is filled with memorials of the war.

"Aside from these attractions, which places Washington beyond comparison as a place of interest to the soldier of the Union, the city offers inducements which no city can equal. Its famous streets and avenues,



UNITED STATES TREASURY



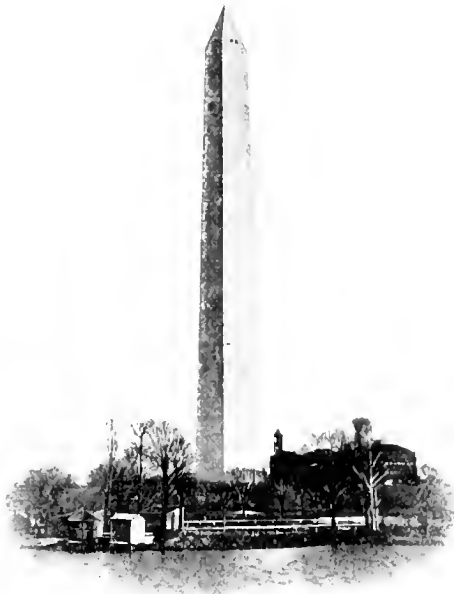
MOUNT VERNON

broad and beautifully shaded, with two hundred miles of asphalt pavements, offer unrivaled facilities for marching. Spacious

and well-kept hotels provide an accommodation for a vast army. There are a thousand objects of interest here, aside from war memorials, which would make a visit to the capital something to be remembered with the keenest pleasure.

"The hotels and boarding houses, with which Washington is better supplied than any other city in the country, have agreed not to advance prices beyond the regular rates, so that no fear need be entertained of any extortion or imposition upon our visitors on the part of the hotels, restaurants, boarding houses, or anyone else.

"The citizens offer a hearty welcome to their splendid city, and it can be safely predicted that if the Encampment is held here amidst such impressive surroundings it will be the most notable reunion of veterans of any war ever held in any city of the world."



WASHINGTON MONUMENT.

## AN APRIL LOVE.

SIR ALFRED AUSTIN.

NAY, be not June, nor yet December, dear,  
But April always, as I find thee now:  
A constant freshness unto me be thou,  
And not the ripeness that must soon be sere.  
Why should I be Time's dupe, and wish more near  
The sobering harvest of thy vernal road?  
I am content, so still across my broad  
Returning smile chase transitory tear.  
Then scatter thy April heart in sunny showers;  
I crave not summer drouth nor winter sleet:  
As spring be fickle, so thou be as sweet;  
With half kept promise tantalize the hours,  
And yet Love's frolic hands and woodland feet  
Fill high the lap of Life with wilding flowers.

## JUST ABOUT SPRING.

BY W. D. NESBIT.

SING hey, the Johnny-jump-ups are preparing for their jump;  
The climbing morning glories find a pathway round the stump;  
The gleaming dandelions scatter yellow polka dots  
Across the face of nature, and the poet links his thoughts  
With "dreaming zephyr whispers" and a yard or so of rhyme,  
And the meek and lowly onion comes a dozen for a dime.

Sing ho, the lovely ladies go a-hunting through the town,  
Inspecting every vacant house, and roaming up and down;  
The man who owns the moving van—his lucky fate he thanks  
And does the very best he can to fill up all the banks;  
The milkman turns his cows upon the pasture fresh and green,  
And overhauls his pump again, with countenance serene.

Sing hi, it's gentle spring again—we know it one and all,  
That tired feeling holds us each within its lazy thrall;  
The frying chicken makes its bow—the dealer lifts the price;  
The husky iceman shocks us with his ringing shout of "ICE!"  
The tailor and the hatter give your pocketbook a bump,  
For the gentle Johnny-jump-ups are preparing for their jump.

## TWO GREAT LIEUTENANTS OF THE CIVIL WAR.

BY COL. A. K. M'CLURE IN CHICAGO INTER OCEAN.

NO war of ancient or modern times developed so many brilliant achievements as did our great civil conflict. There is nothing in Grecian or Roman story that surpasses the heroism, alike of the men who wore the blue and the men who wore the gray. Both of the great armies which moved their vast hosts as reapers in the harvest of death were made up almost wholly of volunteers, and although those

United States army. These two men were entirely unlike in general character, in taste, in sympathy, in habits, and yet each was the complete counterpart of the other in his own army. Jackson fell in the spring of 1863, before Sheridan had begun his great career in the East, and these two great lieutenants never locked horns with each other. Had they done so with anything like equal command it would have been the most



THE ROAD THAT SHERIDAN MADE FAMOUS.

in important command at the beginning of the war were educated soldiers, some of the grandest achievements of the conflict were won by military commanders who came from the ranks of the people.

I have in previous chapters spoken of Lee and Grant and McClellan, who will go down into history among the great commanders of our civil conflict, and I now propose to present the record of two great lieutenants of the war who stand out pre-eminently distinguished from all of their fellow subordinate leaders. They were Thomas Jonathan Jackson, who fell at the battle of Chancellorsville, a lieutenant-general in the Confederate army, and Philip Henry Sheridan, who died as general in the

evenly matched struggle of the entire war, for both possessed the highest possible measure of skill as strategists, had equal dash in action and moved with like celerity. No commander in the Confederate army ever approached Jackson in swiftness of movement, whose corps was known as the "foot cavalry," and but one man equaled him in the Union army, and that man was Sheridan. It was logical that each fought the bulk of the great battles in which their respective armies were engaged, and neither ever made a false movement or failed in an important effort.

Both Jackson and Sheridan graduated from West Point without special honors, and neither was expected ever to attain

distinction. Jackson was sober, ungenial, and was more devoted to religious and philanthropic theories than to war, although he won special honors as lieutenant with Scott in Mexico. He proved there that he was a born fighter, and never missed an

ments were rallied behind Jackson and snatched victory from the jaws of defeat. General Bee, one of the Confederate officers on the field whose forces had been broken and were in retreat, rallied them by pointing to the Jackson brigade, saying:



THE R. & O. R. R. BRIDGE, AT CEDAR CREEK, VA.

opportunity to engage the enemy. With his severe Presbyterian training among people who made the sovereignty of the state part of their religion, it is not surprising that this young soldier was one of the first to enter the field when Virginia seceded from the Union. His command was the first at Harper's Ferry, where he remained to organize the rapidly gathering volunteers until Virginia joined the Confederacy and Joseph E. Johnston superseded him, leaving Jackson in command of a brigade.

The Union forces were outclassed in generalship at the first battle of Bull Run, as their two armies under Patterson and McDowell were kept divided by the Confederates, while the two Confederate armies united against McDowell at Manassas, and it will not surprise any one to learn that the advance brigade of reinforcements that reached Beauregard at Manassas just when his lines were broken was that of Jackson, and immediately engaged in the conflict. It was Jackson who halted the retreat of the Confederate forces, and when his brigade forged to the front amidst the scattered and demoralized Confederates who had been defeated, the broken frag-

"See, there is Jackson standing like a stone wall; rally on the Virginians!" and it was thus that the title of "Stonewall Jackson" was given to the greatest of the Southern lieutenants.

Jackson was in command of the Confederate forces in the Shenandoah Valley in the early spring of 1862, and he was charged with the duty of holding as large a Union force as possible in that section to weaken the expected movement upon Richmond. It was his special mission to keep the Union forces in the valley and avoid battle. He fell back some forty miles before Banks, always avoiding a conflict, but when Banks retired toward Winchester, Jackson followed and gave battle at Kernstown, without achieving victory, but resulting in Banks recalling all his forces in the valley again, when Jackson retreated up the Shenandoah to Swift Run Gap, where Banks did not venture to attack him. This was the beginning of one of the most remarkable campaigns made by Jackson to be found in the history of any war. Romantic and heroic as were the achievements of Napoleon's marshals, not one of them ever approached the achievements of Jackson in his military movements beginning in May,

1862, and ending with his death at Chancellorsville one year later.

When McClellan moved to the peninsula in his campaign against Richmond, McDowell had an army of 30,000 men on the Rapidan threatening the Confederate

Royal on the 23d of May, and two days later routed Banks at Winchester and drove him to the Potomac with great loss of prisoners and stores.

These brilliant movements halted McDowell and forced joint movements by



SHERIDAN'S HEADQUARTERS, CEDAR CREEK, VA.

capital from the north; Banks had nearly 20,000 men in and about Harrisonburg to cover Jackson's movements, and Fremont, with a column of more than half as many as Banks had, was moving toward Staunton. Jackson was then charged with the double duty of holding all these forces from the support of McClellan and fighting them when necessary. His army consisted of his own command of 8,000 men, Ewell's division of about like number, and Johnston's brigade of some 3,000 that was then watching Fremont. Jackson was thus surrounded by armies of more than double the number of his command, and never did any commander exhibit more exquisite strategy with the utmost celerity of movement, until he had completely broken the combination against him by unexpectedly striking the Union forces in detail and defeating them in every engagement. He first made a rapid and circuitous march to the village of McDowell, where on the 8th of May he surprised Fremont's column, defeated it, and so completely paralyzed it that it ceased to be a factor in his brilliant campaign. He then swung with equal surprise upon Banks, who had his divided forces at Strasburg and Front Royal. He struck and overwhelmed the Union force at Front

Fremont from West Virginia in Jackson's rear and by Banks and Sigel from the Potomac to destroy Jackson's army. Thus on the 30th of May Jackson was at Winchester with a force not more than half equal to the three armies converging against him. The capture of his army was confidently expected, and even those who had most faith in his ability to meet an extreme emergency saw little chance for his escape. I doubt whether any commander in the Confederate army other than Jackson could have extricated himself in triumph as he did. He first made a rapid move to Strasburg directly toward McDowell and Fremont, and threatened both until he had disposed of his captured stores and prisoners. He then retired up the valley pursued by Shields, commanding a division of McDowell's army, and by Fremont, but he moved so adroitly as to prevent the junction of the two commands, and on the 8th of June he surprised Fremont at Cross Keys and defeated him. He then whirled his army across the Shenandoah during the night, struck the advance of McDowell's forces at Port Republic and routed them before Shields with the main body could get into action or Fremont could arrive with reinforcements.



The Union troops then retired to the Shenandoah to formulate new campaigns against Jackson, but they next heard of Jackson as the thunder of his guns echoed from Gaines' Mills, where his arrival turned the scale against Fitz John Porter. The Union troops he thus forced to remain in the valley outnumbered him more than two to one. They had no knowledge of his wonderful forced marches to Richmond until the beginning of the Seven Days' battle, and Jackson was in the thickest of the fights during the daily conflicts which were fought to force McClellan and his army to take up a new base on the James. Even then, with all the many forced marches and repeated battles fought by Jackson and his corps, he was detached by Lee early in July to return to meet his old enemies of the valley, all of whom had been concentrated under General Pope. On the 9th of August Jackson again unexpectedly struck Banks at Cedar Run and defeated him, and in a few days Lee, with the main body of the Army of Northern Virginia, joined Jackson in the campaign against Pope. In this movement Jackson was again assigned

but captured his headquarters and depot of supplies at Manassas, destroyed his connections and forced Pope to retire from the line of the river. He held Pope at bay, even with the aid he received from McClellan's army, until the 30th of August, when Lee's army was again in line of battle, and the second battle of Bull Run was fought, resulting in the retreat of all the Union forces into the intrenchments of Washington.

Lee moved from the second Bull Run battle into Maryland and it was necessary for Lee's safety that Harper's Ferry, with its seventy guns and garrison of 13,000 men, should be captured. But one man was thought of for that duty, and that was Jackson. He made forced marches night and day, invested Harper's Ferry, captured it on September 15, and two days later he was on the Antietam battle field fighting McClellan with the captured Union guns and munitions. Without rest for himself or his troops he was in command of the left wing of Lee's army that in turn repulsed the assaults of Hooker, Mansfield and Sumner. One of his divisions under A. P. Hill,



BATTLE FIELD OF OPEQUON CREEK.

one of the most delicate and desperate duties when he proposed to move from the Rappahannock with some 25,000 men and to flank Pope's army on the right; but it was made with his usual celerity, vigor and success. He not only turned Pope's flank,

did not reach Antietam until the afternoon, and it saved the army from having its right flank turned by Burnside. At Fredericksburg he commanded the right wing of Lee's army, having been promoted to lieutenant-general, and he there repulsed the only

hopeful movement that was made by the Union forces on that bloody field. Thus from May 1 until the battle of Fredericksburg, in December, Jackson's corps made more forced marches and fought more

ment and his ability to meet any emergency, he was detached from Lee's army and made a forced march of some ten hours to flank Hooker's right. Late in the evening he was in position to strike the rear of



BATTLE FIELD OF FISHERS HILL, VA.

battles against superior numbers, and without a single defeat, than can be claimed by any commander of modern or ancient warfare. In all these movements, with the single exception of his participation in the Seven Days' battle, he acted entirely independent of orders as to the details of his action, and the matchless strategy that he exhibited was wholly his own, proving that he was capable of all the great duties of the highest command.

Jackson had opportunity to rest and recuperate his corps after the battle of Fredericksburg until the spring of 1863, when Hooker crossed the Rapidan in his advance upon Richmond. Jackson was again placed in front, and he struck Hooker on May 1, when he was emerging from the wilderness. Jackson at once attacked the Union forces so vigorously that Hooker was compelled to retire and take a defensive attitude in the wilderness, with the Chancellorsville house as his headquarters. Lee's position was very strong for defensive battle, but Hooker was nearly or quite equally strong, and Lee could not attack with his diminished forces. It was there that Jackson made the boldest, most heroic and most successful movement of the war. Relying upon Jackson's swiftness of move-

ment and his ability to meet any emergency, he was detached from Lee's army and made a forced march of some ten hours to flank Hooker's right. Late in the evening he was in position to strike the rear of

Howard's corps, and attacked with all the impetuosity for which Jackson's troops were noted. In less than an hour he had Howard's corps broken and driven from their position, resulting in Hooker's retreat across the Rapidan, giving Lee a complete victory. It was in this movement that Jackson was mortally wounded by his own devoted followers. After dark he had gone with a small party outside of his own lines to reconnoiter, and on his return they were mistaken for Union soldiers and were fired upon by the men who worshipped Jackson. His left arm was shattered by two bullets, and after it had been amputated and his recovery was confidently expected, pneumonia seized him, and on the 10th of May, 1863, the greatest of all the Confederate lieutenants, and the one soldier of the war on either side who had made the swiftest marches and won the most victories against superior numbers in the same period of time, was conquered by the only enemy to whom all mankind must bow.

Had Jackson been at Gettysburg on the 1st of July, as he surely would have been had he then been living, as he was always in the front when battle was expected, it is not unreasonable to assume that the

result of that decisive battle of the war might have been one of the saddest chapters in the annals of the conflict for the maintenance of the Union.

Sheridan, who was Jackson's counterpart in the Union army, had not won great distinction as a military leader until Jackson's death. He was a second lieutenant in the army when the secession movement began, reached his first lieutenantancy in March, 1861, and was promoted to a captaincy a few weeks later. He was buried in the quartermaster's department until May, 1862, when a Michigan cavalry regiment, then in the field under Halleck, happened to be without a colonel, and the governor was finally prevailed upon to give a reluctant consent to the appointment of Sheridan. He speedily developed his wonderful military genius. At the battle of Murfreesboro he exhibited the highest qualities of a soldier, and also at the battle of Chickamauga, where he came to the relief of Thomas when Rosecrans, McCook and Negley had left the field. Both of these conflicts gave him splendid opportunities to develop his ability to handle troops on the battle field, and his most important achievements in both actions were accomplished without orders from his

headquarters were at Orchard Knob. Grant witnessed the assault and saw that Sheridan was the inspiration of the movement, made without orders, by which the Union army, after driving the Confederates from their defenses at the base of the ridge, followed them up the hill, and thus drove Bragg from his position on Missionary Ridge and routed his army.

Grant was a careful student of the capabilities of the officers under his command, as is shown by the achievements of the men who were promoted under him. When he was called to the East as lieutenant-general to take command of the army, he surprised the war department and most of the Eastern military men by calling Sheridan to command his cavalry, and he accompanied Grant in his campaign from the Rapidan to Cold Harbor. During the terrible battles which Grant fought in the wilderness, Spottsylvania and other places, the cavalry under Sheridan was constantly on the flanks of the enemy and making raids to demoralize it. Like Jackson, his enemy never knew where he was. One of the most remarkable raids of the war was made by him, starting on the 9th of May and lasting two weeks, when he cut all the railroads that supplied the Confederate



GENERAL BANKS' FORT, STAUNTON, VA.

superior officers, and resulted in most substantial aid to the army. Later, when Grant was assigned to the command of all the forces at Chattanooga, Sheridan led the charge at Missionary Ridge in the center that was directly in front of Grant, whose

army, and in one of his engagements on the 11th of May, at Yellow Tavern, he defeated the great cavalry leader, General Stuart, who fell in the battle. Again, on the 7th of June, when Grant was at Cold Harbor, he made another raid to the rear of the

Confederate forces, destroying railroads and capturing a number of prisoners.

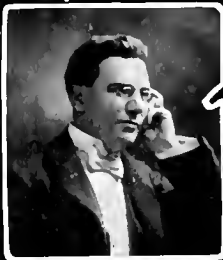
Grant thus learned to appreciate Sheridan as a man of the highest strategic qualities and the boldest dash, with unfaltering courage, and when it became necessary to send an adequate force to drive Early from the Shenandoah Valley, he assigned Sheridan to that task, and the history of that campaign is known to all as one of the most brilliant and successful movements of the war. He twice defeated Early, and finally, when absent twenty miles from his command and Early had made an unexpected attack and driven Sheridan's army from the field, he made his celebrated ride, gathered up his scattered forces, formed them in line of battle, rode in front of them himself, hurled his re-formed lines upon the enemy and not only defeated, but routed it, and the valley was never again occupied by a Confederate army. For these victories Sheridan was promoted to a major-generalship in the regular army.

It was in the last campaign between the two great armies commanded by Grant and Lee that Sheridan conclusively proved his right to be ranked with Jackson as the greatest of all the lieutenants of his army. If Sheridan had not been with Grant, Lee would surely have escaped capture at Appomattox. He was the one man who was tireless in effort, thoroughly skilled in the intricate movements necessary to harass a retreating army and his courage at times amounted to madness. He was the fiend of battle, and he is the only man in the Union army who would have fought and won the battle of Five Forks as he did. It was the key to the successful pursuit of Lee, and Sheridan well understood that all hope of capturing Lee's command must perish unless the Confederates could be driven from their strong defensive position. When he reached Five Forks in the pursuit of Lee's army, he at once appreciated that a formidable enemy confronted him in a very strong position. He immediately issued orders for the speedy march to his assistance of all the troops behind him. He dismounted his cavalry, seized the flag and led the charge himself. Only a Sheridan or a Jackson could have fought such a battle or won such a victory.

With the Confederates driven from their last stand at Five Forks, the capture of Lee was possible with such a relentless and

swift pursuer as Sheridan. He had raided almost every section of the country through which they were marching, and understood every opportunity open to Lee for escape. He was a man of extraordinary physical vigor, and, inspired by the hope of a final victory over the army of Lee, he never rested until Appomattox was made immortal in American history. He had all the fighting qualities of Grant, with a dash and ingenuity that none of his fellow soldiers possessed. It is only just to the memory of Sheridan to say that he was the real victor over Lee at Appomattox, and he is crystallized in the history of the war as the greatest of all the lieutenants of the Union army.

I never met General Jackson and cannot speak of his individual qualities from personal knowledge, but his character is so well known that even his most intimate acquaintances could shed no new light upon it. He was the Cromwellian soldier of the war, the one who always entered battle with prayer, and who never wearied of religious devotion. I knew Sheridan well. He was one of the jolly, rollicking, big-hearted class that made him a most genial companion and delightful associate under all circumstances. Like Jackson, he was as modest as he was brave. It was most difficult to get him to tell anything about his own part in the war. I remember dining with him soon after his return from the Franco-Prussian war, where he was with the German army. I was greatly interested in his observations of the conditions of European armies and wherein they differed from our military methods, but when I tried to get him to tell the story of his famous ride from Winchester to turn defeat into victory, he was a most reluctant talker. I pressed many inquiries upon him in relation to it, but all he would say was that when he "met the boys they seemed to turn around and go in just of their own accord." He was made lieutenant-general by Grant, much to the disappointment of Generals Meade and Thomas and their friends, and when on his deathbed, and only a few days before his death, Congress paid him the high compliment of authorizing him to be placed on the army roll as general, and his last official act was his order announcing the appointment of his staff. On the 5th of August, 1888, the great lieutenant of the Union army passed to his final account.



# Stub Ends of Thought

By ARTHUR G. LEWIS.



THE encouragement of ambition not compatible with environment is detrimental to happiness.

THE father's sons record is not of as much importance as the reputation of the son's father; one is a past to be regretted, the other a future to be regarded.

I RECENTLY consulted the feelings of a selfish person and found that he suffered more from surprise than appreciation.

THE most accessible door of communication with human nature in women is the one that leads to the gratification of their curiosity.

TALENT abused and genius over-estimated frequently prove the obstacles that press men down.

THERE are some sorrows better kept concealed; some joys that should be cherished in secret.

THE evil consequences of imperfect instruction are manifest in the practice of many professions.

VIOLENT astonishment sometimes takes possession of people when honest apology would be in order.

TO-MORROW is the deathbed of to-day's opportunity.

FACTS are often foreign to theories, and unsatisfactory conditions sometimes lead to favorable conclusions.

THERE can be no permanent satisfaction in our own pleasures when obtained at the expense of pain to others.

MANY people take exquisite delight in expressing a difference of opinion, without regard to logical reason.

THE acquisition of distinction is often won at the sacrifice of integrity.

AROUSE the animosity of a dishonest man and he will charge you with the possession of his own fault.

THE equanimity of a fool is not easily disturbed, as he is generally unaware of the impression created by his lack of intellect.

## SUCCESS.

BY ARTHUR G. LEWIS.

OUT from the glow of your fireside a moment,  
Come to the door and look into the storm;  
Let memory drift to a time half forgotten,  
From days of the present to nights that have gone.  
Wrap the warm robe of your triumph around you,  
Magnanimity now will appear at its best,  
All the broad manhood of true human nature  
Comes to the front in the hour of success.

Let the world know that your heart is still beating,  
Warm to the touch of your fellows in pain;  
See if you cannot lift out of the storm there,  
Someone who helped *you* your affluence to gain.  
Wrap the warm robe of your triumph around you,  
Magnanimity now will appear at its best,  
All the broad manhood of true human nature  
Comes to the front in the hour of success.



Location	Game	Season	Time	Place	Remarks	Value	Notes
Langdowne, Md.	Reed and Blackbirds and Jacksnipe	1	1	Patuxent River.	Gadzeons, Yellow Perch	1.00	Marshy, comparatively dry.
Leslie, Md.	Canvas-back, Red-heads, Black-heads and Rals.	2 to 3	1.50	North East River and Chesapeake Bay.	Herring, White, Pike, Cat-fish, White and Yellow Perch, Bass, Shad, etc.	2.50 to 3.00	Mostly open and marshy
Lexington, Va.	Deer, Partridges, Pheasants, etc.	14 to 15	1.00	Miller's and Baldony Falls	Bass, Trout, Sunfish, Cat-fish, Mullet, Pike & Carp.	2.00 to 2.50	Open and rolling
Littleton, W. Va.	Squirrels, Pheasants and Partridges	2	2.00	Beaver Dam.	Bass and Catfish	2.00 to 3.00	Dry, wooded and hilly.
Loft, O.	Ducks and Quail	Close.	.....	Chippewa Lake	All kinds	.....	Open.
Magnolia, W. Va.	Turkeys, Rabbits, Squirrels, Coon, Foxes	1 1/2	1.00	Steer Run	Black Bass.	1.00 to 3.00	Wooded, hilly, dry.
Markleton, Pa.	Rabbits, Squirrels, Turkeys and Pheasants.	2	1.50 to 2.00	Laurel Run, Cassellman River, Isles Run, McMillan River.	Trout, Bass and Chubs.	2.50 to 3.50	Wooded, rocky, hilly and dry.
Mariottsville, Md.	Squirrels, Rabbits, Woodcock, Pheasant Partridges and Robins.	3 to 1 1/2	.....	Rock Run.	Bass, Trout, Sunfish, Cat-fish, Mullet, Stomach-heads and Eels.	1.50	Wooded and open, level and hilly, dry.
Middletown, Va.	Rabbits and Squirrels	4 to 7	1.50	Glenn's Flats, Western and Eastern Branches of South and North Rivers.	Black Bass, White Stacks.	1.50	.....
Milville, W. Va.	Rabbits and Squirrels	Close.	.....	Tygart Valley River.	Bass and Snappers	.....	All kinds.
Monteville, W. Va.	Rabbits and Squirrels.	3 to 10	.....	Frederick River.	Trout and Catfish.	.....	.....
Moundsville, W. Va.	Woodcock, Turkeys and Pheasants.	Close.	.....	Fish Creek and Ohio River	All Fresh water fish.	5.00 to 5.00	Hilly and dry.
North Mountain, W. Va.	Wild Turkeys, Pheasants, Quail, Squirrels.	2	2.00	Potomac River and Black Creek.	Bass, Carp, Snappers and May to July	2.00 to 3.00	Both open and wooded
Oakland, Md.	Squirrels, Birds, Rabbits and Fox	Close.	.....	Little Yonghougheny	Trout	.....	.....
Opekska, W. Va.	Ducks, Quail and Rabbits.	Close.	.....	Monongahela River.	Pike, Bass and Catfish.	.....	.....
Palestine, O.	Turkey, Rabbit, Squirrel, Deer.	Close.	.....	Lake	Bass	.....	.....
Pinkerton, Pa.	Deer, Squirrels, Rabbits, Wild Turkeys, Pheasants and Partridges.	3 to 20	.....	Potomac River	Trout and Bass.	.....	.....
Point of Rocks, Md.	Deer, Squirrels, Rabbits, Wild Turkeys, Pheasants and Partridges.	Close.	.....	Cassellman River and Mountain Streams.	Black Bass, Carp, Perch, Catfish and Eels.	1.50 to 2.50	Wooded and hilly.
Rockwood, Pa.	Deer, Squirrels, Rabbits, Wild Turkeys, Pheasants and Partridges.	Close.	.....	Cheat River	Trout, Black Bass, Cat-fish, etc.	3.00	Some open, majority wooded and rocky, level.
Rowlesburg, W. Va.	Partridges and Rabbits	1 1/2	2.00	Antietam River	Bass, Salmon, Catfish and Snappers.	3.00 to 4.00	Wooded.
Roxbury, Md.	Pheasants, Turkeys, Squirrels, Rabbits, Ducks and Quail	Close.	.....	Willis Creek.	Black Bass, Mullet, Cat-fish, Eels, etc.	.....	Dry.
Sand Patch, Pa.	Rabbits, Pheasants	1	1.50	Lake Erie	All kinds. Famous fish.	1.50 to 2.00	Various.
Sandusky, O.	Squirrels, Rabbits, Coon, Fox, opossum, etc.	1 to 7	.....	Potomac and Shenandoah.	White and Yellow Perch	.....	Open.
Sandwell, Md.	Deer, Squirrels, Turkeys and Pheasants	1	2.00	Laurel Hill Creek	Bass and Carp	.....	Hilly, rocky and wooded
Southton, W. Va.	Deer, Squirrels, Turkeys and Pheasants	1 1/2	.....	South Branch	Bass and Sunfish	1.00 to 2.00	Open, wooded and hilly.
Springfield, W. Va.	Deer, Squirrels, Turkeys and Birds	15 to 20	.....	Shaffer's, Sittlington's and Headwaters.	Bass and Snappers	2.00 to 2.50	Wooded and hilly
Stamton, Va.	Deer, Bear, Wild Turkeys and Pheasants	10 to 12	.....	Headwaters of Buffalo and Cheat River	Bass, etc.	2.00 to 3.00	Various.
Taylorstown, Pa.	Squirrels, Rabbits and Quail	3	.....	Potomac River	Salmon, Perch and Catfish	.....	Wooded and dry.
Tunnelton, W. Va.	Pheasants, Squirrels and Rabbits	Close.	.....	Tygart's Valley River	Bass.	3.00	Wooded, rocky, hilly and dry.
Tuscarora, Md.	Partridges and Rabbits	Close.	1.00	Winter's Run.	Bass, Salmon, Pike and Snappers	.....	Various.
Valley Falls, W. Va.	Squirrels, Rabbits, Partridges and Pheasants.	200 yds.	.....	Oppeon	Bass, Sun Perch, Rock	1.00 to 2.00	Part open, wooded and wet
Van Ribber, Md.	Squirrels	11	.....	Small Streams.	Trout and Pike.	2.50 to 3.00	Wooded and dry.
Vanderleville, W. Va.	Deer and Wild Turkeys	8 to 10	.....	.....	.....	.....	Open, level and dry
Wilmington, Del.	.....	.....	.....	.....	.....	.....	Rocky, wooded and dry
West Salisbury, Pa.	.....	.....	.....	.....	.....	.....	Open, hilly and dry
Wyndham, Pa.	.....	.....	.....	.....	.....	.....	.....

It is lawful to kill Deer in West Virginia from October 1st to December 1st. Pheasants or Ruffed Grouse from October 1st to December 1st. Wild Turkeys from September 1st to January 1st. Quail or Partridge from November 1st to November 30th. Ducks and Geese from October 1st to April 1st. Bear, Coon, opossum, Squirrel and Rabbit are not protected by law.

Virginia. — Twelve months of the year. Salmon and trout from the 1st of April to the 15th of June. Any species of Trout from January 1st to September 1st. All other fish on the night of any time to be used and the.

\* Where no rates are given, professional guides cannot be obtained. A direct rail connection to Camden-on-Hamley.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN & HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 536 EX. SUN	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.05	8.30	9.00	10.00	12.30	3.00	4.00	5.05	8.00	11.30	3.00
LV. BALTIMORE, CAMDEN STATION	7.55	9.19	9.52	10.50	1.20	3.49	4.48	5.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.25	3.53	4.52	6.05	9.06	12.44	3.55
AR. PHILADELPHIA	10.15	11.27	12.11	12.53	3.29	5.51	7.00	8.19	11.40	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	6.00	8.00	9.25	10.40	3.20	6.52	8.30
AR. NEW YORK, WHITEHALL TERMINAL	12.40	1.45	2.35	3.05	6.05	8.05	9.30	10.60			8.35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY & HOUR	No. 507 DAILY	No. 535 EX. SUN	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, WHITEHALL TERMINAL	12.10	7.55	9.55	11.25	12.65	1.25	3.35	4.55	8.55	12.10
LV. NEW YORK, LIBERTY STREET	12.16	8.00	10.00	11.30	1.00	1.30	3.40	6.00	7.00	12.15
LV. PHILADELPHIA	7.30	10.26	12.20	1.37	3.08	4.17	5.48	7.26	9.38	3.35
AR. BALTIMORE, MT. ROYAL STATION	9.31	12.41	2.25	3.36	6.06	6.51	7.46	9.32	11.46	8.06
AR. BALTIMORE, CAMDEN STATION	9.35	12.45	2.30	3.40	5.10	6.55	7.50	9.35	11.60	8.10
AR. WASHINGTON	10.35	1.40	3.30	4.30	5.10	7.50	8.40	10.35	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, WHITEHALL TERMINAL	9.55 AM	12.55 PM	N 1.25 PM	6.55 PM	12.10 NT	12.10 NT	5.56 PM	-----
LV. NEW YORK, LIBERTY STREET	10.00 AM	1.00 PM	N 1.30 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV. PHILADELPHIA	12.20 PM	3.08 PM	N 4.17 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.26 PM	5.06 PM	5.51 PM	11.45 PM	9.31 AM	8.50 AM	11.45 PM	-----
LV. BALTIMORE, CAMDEN STATION	2.40 PM	5.20 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
LV. WASHINGTON	3.45 PM	6.20 PM	8.30 PM	1.10 AM	10.45 AM	10.05 AM	1.00 AM	-----
AR. PITTSBURG			5.10 AM		7.40 PM		9.15 AM	LV. 3.30 PM
AR. CLEVELAND								9.35 PM
AR. WHEELING		5.40 AM						LV. 3.30 PM
AR. COLUMBUS		10.05 AM						9.15 PM
AR. TOLEDO								
AR. CHICAGO	5.56 PM	7.30 PM		7.23 AM	9.30 AM	12.00 NN		6.50 AM
AR. CINCINNATI	8.00 AM			6.35 PM		2.35 AM		
AR. INDIANAPOLIS	11.45 AM			10.35 PM		5.60 AM		
AR. LOUISVILLE	11.52 AM			9.30 PM		7.05 AM		
AR. ST. LOUIS	5.50 PM			7.28 AM		1.30 PM		
AR. OHATTANOOGA	5.50 PM			5.25 AM		6.50 PM		
AR. MEMPHIS	10.50 PM			8.40 AM		10.50 PM		
AR. NEW ORLEANS	10.00 AM			7.35 PM		10.00 AM		

Through Pullman Sleepers to all points. N On Sunday connection is made by Train No. 507.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 48 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY
LV. CHICAGO	* 8.30 AM	2.45 AM	3.30 PM	10.10 AM	-----	-----	8.00 PM	7.00 PM
LV. TOLEDO					7.15 PM			
LV. COLUMBUS					12.20 AM			11.00 AM
LV. WHEELING								
LV. CLEVELAND			11.30 PM					
LV. PITTSBURG			8.00 AM		9.45 PM	5.30 PM	1.20 PM	
LV. ST. LOUIS	* 8.40 AM	2.05 AM				8.05 PM		
LV. LOUISVILLE	2.00 PM	8.05 AM				2.30 AM		
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM						
LV. CINCINNATI	* 6.10 PM	12.15 PM				8.00 AM		
LV. NEW ORLEANS		7.30 PM				8.55 AM		
LV. MEMPHIS		8.15 PM				8.15 PM		
LV. OHATTANOOGA		9.00 PM				9.00 PM		
AR. WASHINGTON	12.20 PM	6.41 AM	4.50 PM	12.05 NN	5.55 AM	2.46 AM	11.06 PM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.15 PM	7.50 AM	6.53 PM	1.15 PM	7.50 AM	3.47 AM	12.26 AM	12.26 AM
AR. BALTIMORE, MT. ROYAL STATION	1.25 PM	8.00 AM	6.05 PM	1.25 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.00 PM	12.35 PM	10.40 PM	5.00 PM	12.35 PM	8.30 AM	5.62 AM	5.52 AM
AR. NEW YORK, WHITEHALL TERMINAL	6.05 PM	12.40 PM	10.60 PM	6.05 PM	12.40 PM	8.35 AM		

Through Pullman Sleepers from all points \* Daily. + Daily, except Sunday.



## THROUGH PULLMAN PALACE CAR SERVICE.

### UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

#### EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
**No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 526.** Buffet Parlor Car Washington to New York.  
**No. 522.** Parlor Car, Dining Car, table d'hôte, Baltimore to New York.  
**No. 528.** **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 524. "Royal Limited."** **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to New York. No extra fare other than regular Pullman charge.  
**No. 536.** Buffet Parlor Car Washington to New York.  
**No. 506.** Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York.

#### WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
**No. 517.** Buffet Parlor Car New York to Washington.  
**No. 501.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
**No. 527.** **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 507.** Drawing Room Car New York to Washington. Dining Car, table d'hôte; cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.  
**No. 535.** Parlor Car New York to Washington.  
**No. 509. "Royal Limited."** **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
**No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 503.** Buffet Drawing Room Car New York to Washington.  
**No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

#### WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.  
**No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
**No. 9.** Drawing Room Sleeping Car Baltimore to Pittsburg and Sleeping Car Washington to Pittsburg. Dining Car Philadelphia to Baltimore.  
**No. 3.** Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper; Dining Cars serve balance of meals.  
**No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellyville to Pittsburg.  
**No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
**No. 47.** Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago.  
**No. 55.** Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

#### EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
**No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.  
**No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
**No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
**No. 10.** Sleeping Car Pittsburg to Washington and Drawing Room Sleeping Car Pittsburg to Baltimore. Dining Car Washington to Philadelphia.  
**No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellyville.  
**No. 46.** Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg.  
**Nos. 14 and 46.** Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

# THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

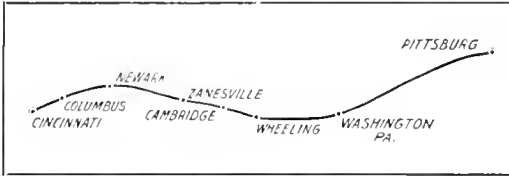
And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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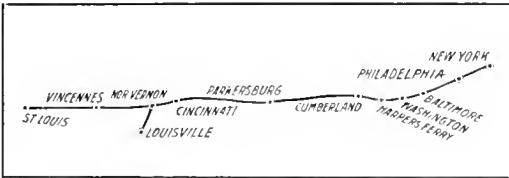
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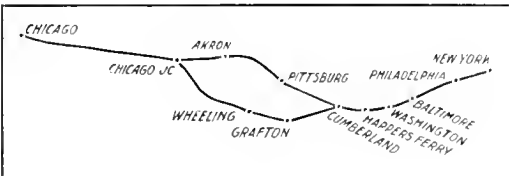
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Through Vestibule Trains ✿ Double  
Daily Service ✿ Parlor-Cafe Dining  
Cars on Day Trains ✿ Pullman  
Sleeping Cars on Night Trains ✿ ✿



## New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville and St. Louis Line

Through Vestibuled Trains with Pull-  
man Drawing Room Sleeping Cars ✿  
Observation Sleeping Cars ✿ Unexcelled  
Dining Car Service ✿ ✿ ✿ ✿



## Chicago - Washington Line

2 Short Routes and Fast Time ✿ Solid  
Vestibuled Trains of Through Coaches  
Pullman Drawing Room Sleeping Cars  
Observation Parlor Cars ✿ Unexcelled  
Dining Car Service ✿ ✿ ✿ ✿

# CONGRESS IN SESSION

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**BOSTON AND NEW YORK**

TO

**WASHINGTON**

LEAVING BOSTON

April . . . 11, 1902    May . . . 9, 1902  
\*April . . . 25, 1902    \*October . . . 23, 1902

**\$25**  
Boston

**\$18**  
New York

COVERS EVERY EXPENSE. EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING.

\*On account of the usual advance in rates by the Fall River Line on May 1st, price of tickets from Boston for the tour of April 25th, will be \$26, and for the tours of May 9th and October 23d, will be \$27.

## Royal Blue Line

### POPULAR.... THREE DAY TOURS

FROM

**NEW YORK and PHILADELPHIA**

AND INTERMEDIATE POINTS TO

**Washington**

PERSONALLY CONDUCTED  
ALL EXPENSES INCLUDED

**\$12 From NEW YORK**  
**\$9 From PHILADELPHIA**

April . . . . . 10, 1902  
April . . . . . 24, 1902  
May . . . . . 8, 1902

COVERS EVERY EXPENSE: INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**Boston, New York, Philadelphia,  
Chester, Wilmington and Baltimore**

TO

**Washington  
Richmond**

AND

**Old Point Comfort**

ON SATURDAYS

April . . . . . 12, 1902  
April . . . . . 26, 1902  
May . . . . . 10, 1902

LEAVE BOSTON ON FRIDAYS PRECEDING

Write for Pamphlet Covering Details

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED TO THE

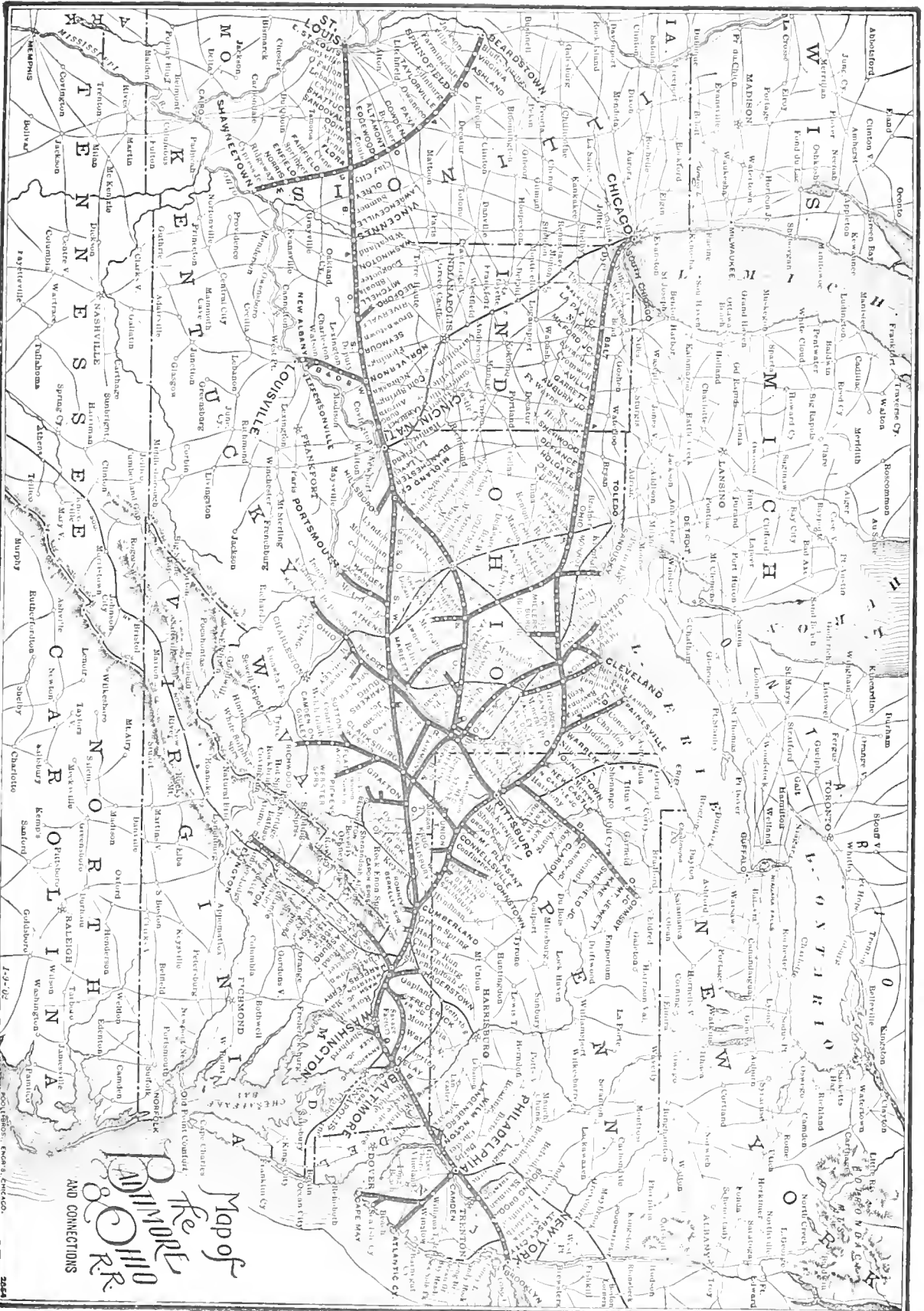
**Battlefield of Gettysburg  
and Washington**

FROM BOSTON MONDAY, MAY 26, AND  
FRIDAY, SEPTEMBER 12, 1902  
FROM NEW YORK AND PHILADELPHIA  
TUESDAY, MAY 27, AND SATURDAY,  
SEPTEMBER 13, 1902

**\$32 From BOSTON . . .**  
EXCEPT SUPPER ON FALL RIVER STEAMER  
**\$22 From NEW YORK .**  
**\$19 From PHILADELPHIA**

COVERS EVERY EXPENSE: INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, HOTEL ACCOMMODATIONS, CARRIAGE DRIVES, ETC.

For tickets and booklet containing full information call at Royal Blue Line Ticket Agencies, No. 211 Washington Street, Boston, Mass.; 434 and 1300 Broadway, New York City, and 834 Chestnut Street, Philadelphia.



Map of  
Pittsburgh  
and Connections

# Baltimore



# Ohio

## R.R.

## EAST AND WEST



### CALENDAR - 1902



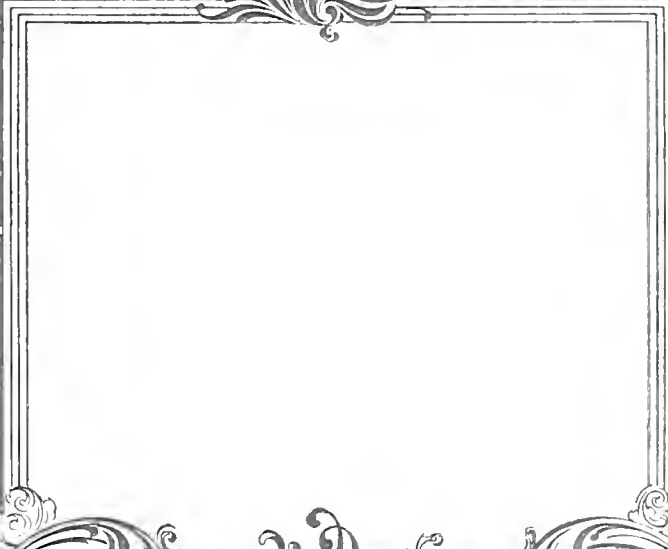
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## ROYAL BLUE TRAINS

D.B. MARTIN  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

E.N. AUSTIN  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

# ROYAL BLUE



ALL TRAINS VIA WASHINGTON  
**BALTIMORE & OHIO R.R.**  
WITH STOP-OVER PRIVILEGE



# South Ferry Whitehall Terminal



Most Convenient Entrance to  
**Greater New York**

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.





# PILGRIMAGE TO CALIFORNIA

account

IMPERIAL  
COUNCIL  
A.A.O.N.M.S.

San Francisco, June, 1902

Tickets on Sale May 26 to June 7, 1902, Inclusive

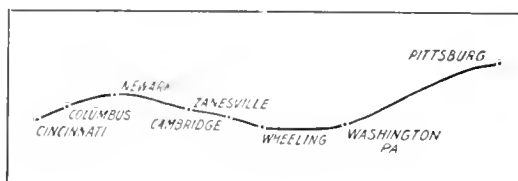
**SPECIAL LOW RATES**

from all points on the

# B. & O. R. R.

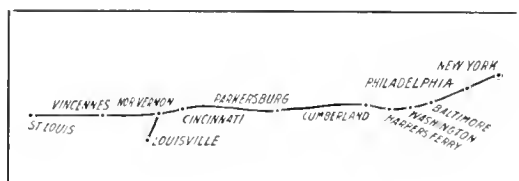
Tickets Good Sixty Days    Ask Ticket Agents For Full Particulars





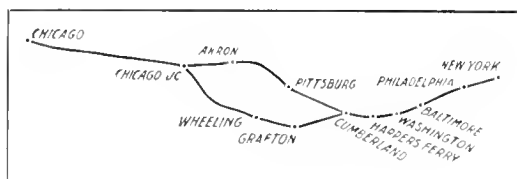
## Pittsburg, Wheeling, Columbus and Cincinnati Line

Through Vestibule Trains ✂ Double  
Daily Service ✂ Parlor-Cafe Dining  
Cars on Day Trains ✂ Pullman  
Sleeping Cars on Night Trains ✂ ✂



## New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville and St. Louis Line

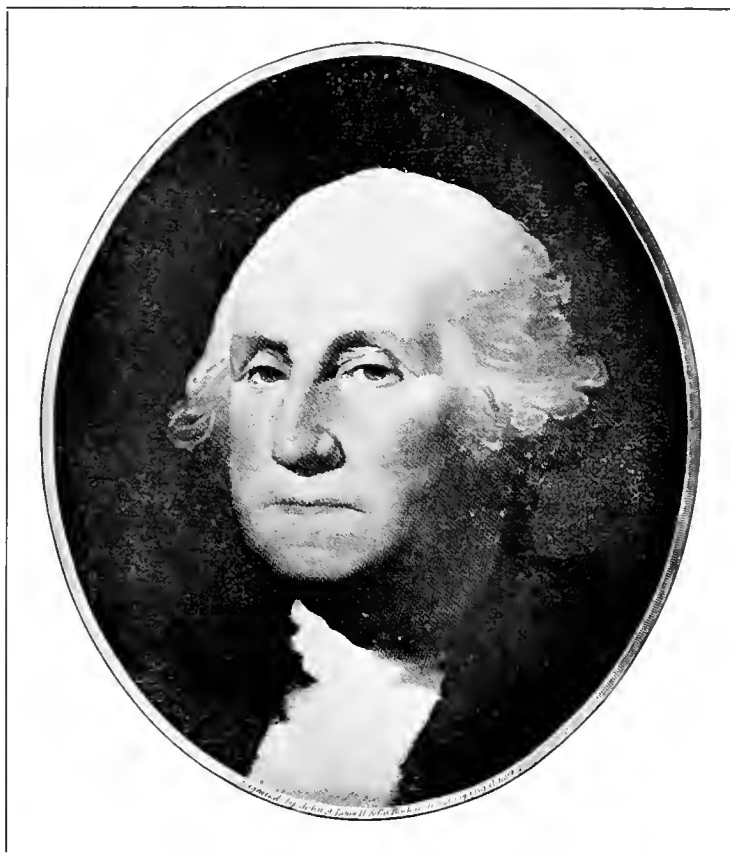
Through Vestibuled Trains with Pull-  
man Drawing Room Sleeping Cars ✂  
Observation Sleeping Cars ✂ Unexcelled  
Dining Car Service ✂ ✂ ✂ ✂



## Chicago - Washington Line

2 Short Routes and Fast Time ✂ Solid  
Vestibuled Trains of Through Coaches  
Pullman Drawing Room Sleeping Cars  
Observation Parlor Cars ✂ Unexcelled  
Dining Car Service ✂ ✂ ✂ ✂

# GUIDE TO WASHINGTON



**A** MOST beautiful, artistic and practical "Guide to Washington," fully illustrated (covers engraved and printed from steel plate, portrait of Washington from original painting by Stuart, owned by Boston Art Museum), published by the Passenger Department of the Baltimore & Ohio Railroad, can be obtained from principal Ticket Agents for ten (10) cents, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

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SALPETRE ROCKS, POTOMAC RIVER

# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, MAY, 1902.

No. 8.

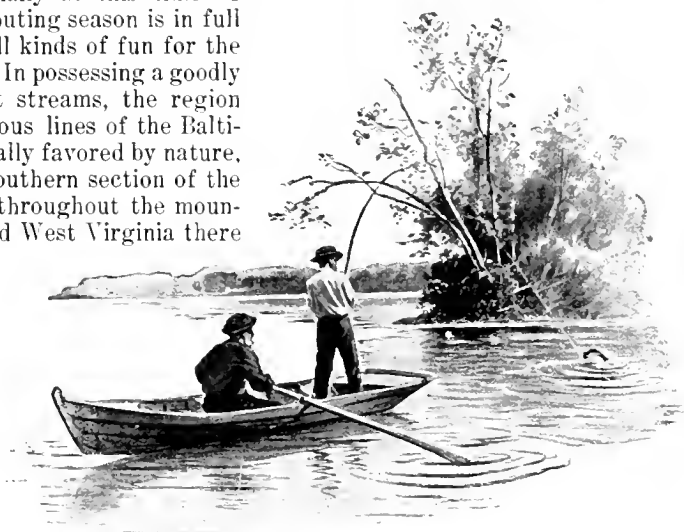
## TROUTING IN THE MOUNTAINS.

BY WILLIAM GILBERT IRWIN.

SOMEONE, wise or otherwise, once defined a fishing line as a string with a worm at one end and a fool at the other, but nevertheless there are many who will doubt this definition, especially at this time of the year when the trouting season is in full sway and providing all kinds of fun for the enthusiastic angler. In possessing a goodly number of fine trout streams, the region traversed by the various lines of the Baltimore & Ohio is especially favored by nature, for all through the southern section of the Keystone state and throughout the mountains of Maryland and West Virginia there are scores of beautiful mountain streams which come tumbling down the mountains to join the rivers, and in whose sparkling depths and shallows there are myriads of the finest "speckled beauties" just waiting to be caught.

Thousands of devotees of this delightful sport look forward to their annual trip to their favorite trout stream hidden away somewhere in the mountains; and just now many of those who throughout the winter months have hidden their glad anticipations of future days spent along some quiet mountain stream, are bent upon their trip to their favorite trouting "Mecca." Little trout fishing is done on the streams of this section until the gentle May breezes have replaced the ever varying April winds; until the vagrant clouds have been dissipated,

and the last traces of winter spent. When the foliage is breaking and the air of the mountains is scented with wild flowers, and when the birds are chirping their melodies,

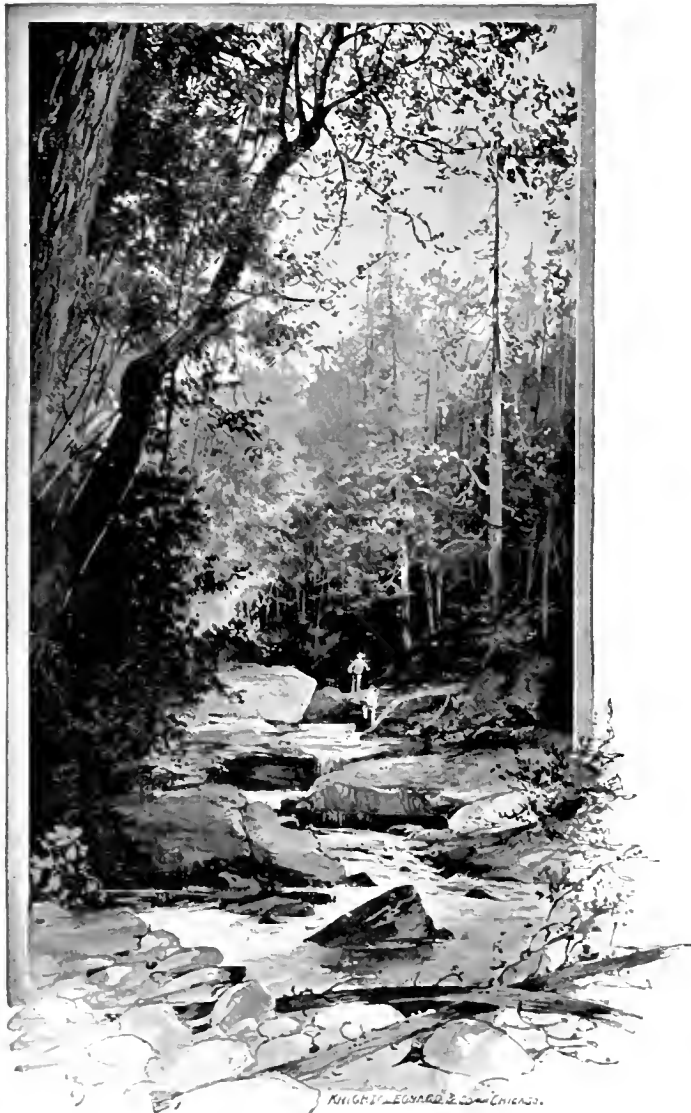


then the real pleasures of a trouting in the mountains can be enjoyed.

For many years the numerous streams along the Pittsburg and Cumberland line of the Baltimore & Ohio have had a more or less reputation with anglers, and of late years these streams have been favorites as in former years. There are several fine streams in Fayette, Somerset and Bedford counties, in Pennsylvania, and of these probably the Somerset County streams are best known to sportsmen. About Sand Patch there are several fine streams, among them Breastwood Creek, which is one of the best

stocked streams in the county. Among the other well known Somerset streams are Shade Creek, Laurel Hill Creek, Friendsville Creek, and at Confluence there is an abundance of well stocked streams. Laurel Hill Creek possesses almost sufficient volume to

nent members of the Masonic fraternity in Pittsburg. To enumerate all of the desirable troutng streams in this section of Pennsylvania would make a long story, but not so long as the stories of big catches made in these streams by anglers from

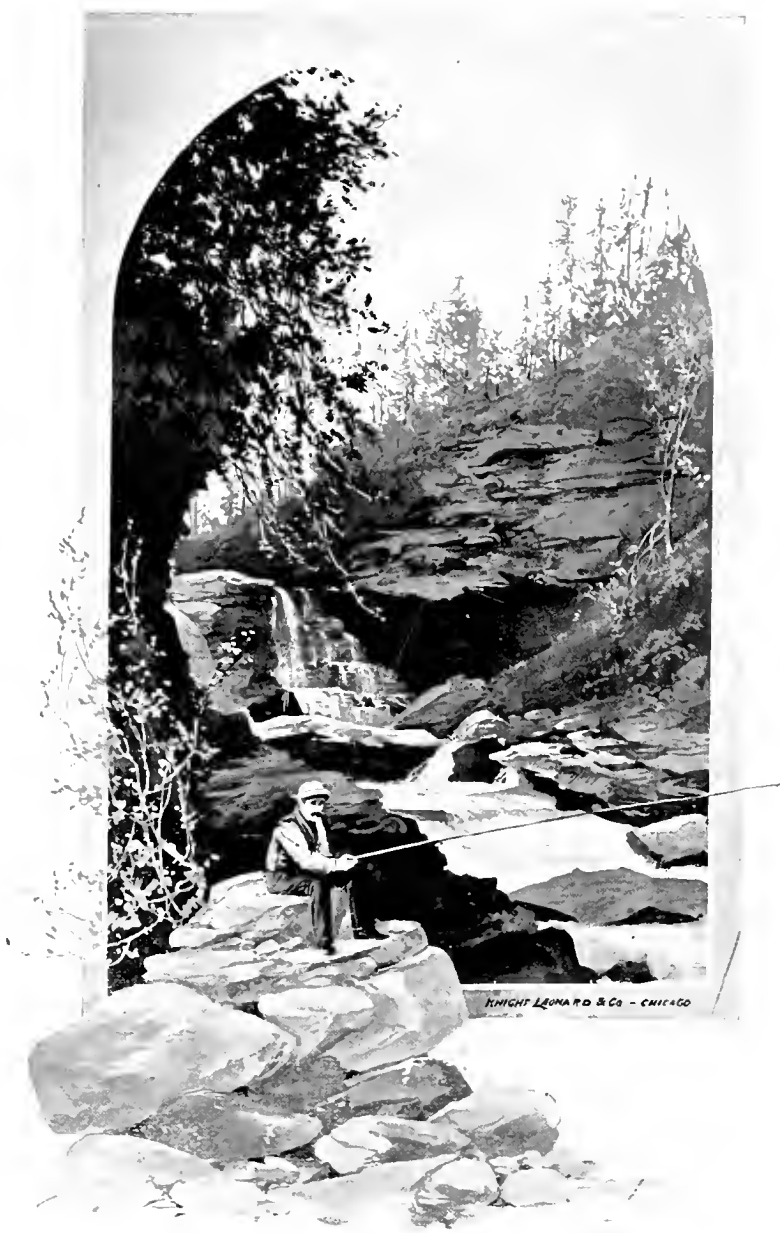


NORTH FORK OF THE POTOMAC.

be styled a river, and it is not uncommon to take trout in this stream which weigh two pounds.

South of the Yough, Fayette County affords some fine trout fishing, especially at Bear Run, where is located the well known Masonic Country Club, composed of promi-

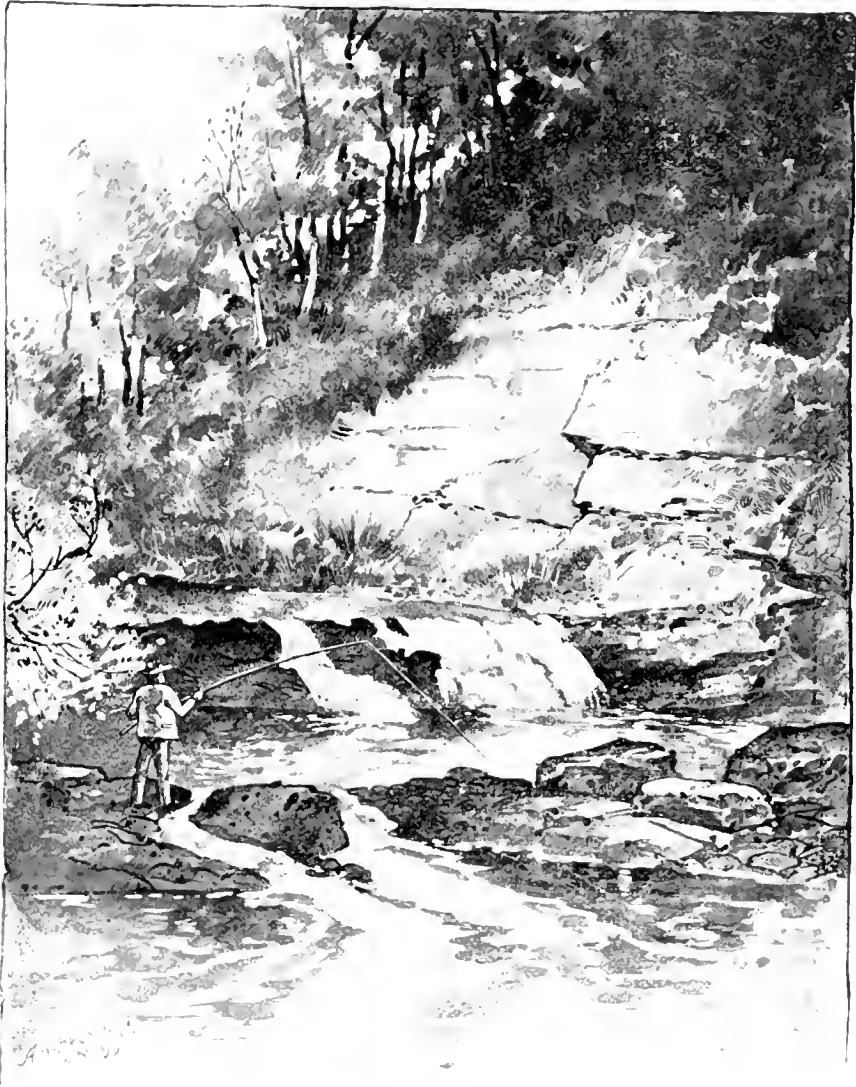
Pittsburg, Baltimore, Philadelphia, Washington and other cities. In this section the sportsman meets with very few trespass signs and is left to his own vocation in his favorite sport. The streams flow through the forest primeval, and here in the depth of nature the lover of the rod, reel and fly



THE BLACKWATER.

cannot fail to extract all possible pleasure from the sport. Fine hotels are here found to contribute to the comforts of the visitor, and for one who chances to wander back into the mountains, the hospitable mountain farm house is always found, and the

a famous soldier and statesman has been a participant in the trouting joys which one finds hidden away in these mountains and glades, the former known for their moonshine whiskey, or "mountain dew," and the latter for their fine farms and fat horses



A MOUNTAIN BROOK.

mountain farmer always maintains a well filled larder.

There was a time when the famous Hoosier poet sang the praises of the "Hills o' Somerset," for he once enjoyed the treat afforded by the "speckled beauties" which swarm in these mountain streams, and many

and cattle; both for their beautiful streams and full grown members of the finny tribe.

In Maryland, Garrett County is the piscatorial center of that commonwealth, well hidden away in the mountains, and not very close with the rest of the state which was evolved from the provincial acres of the





WHERE TROUT AROUND

Baltimores; and this trouting paradise south of the Mason and Dixon line stands ready to equal any of the trouting stories emanating from its northern neighbor, although some of these would seem to vie with the one concocted by Jonah regarding his occupancy of a big fish's stomach; but then this is not a fairy tale, and a strict attention to facts must be given. Muddy Creek has long been a favorite resort for Baltimore and Washington sportsmen, and while of late years a well known club has monopolized the famous old "Browning Dam," there is still plenty of this stream for the occasional angler. The Meshech Browning Fishing Club was formed some years ago, and to-day

among the mossy springs far up on the mountains. About Deer Park, Mountain Lake Park and Oakland there are also several trout streams, and in other sections of the state there are opportunities for the enjoyment of this sport.

In Virginia, the picturesque and historic Shenandoah Valley, than which no section of our country possesses richer gifts showered by the hand of nature, annually attracts many upon "a trouting bent," and in this section the angler invariably overtakes a fair share of luck. Here where rests

"Under the sod and the dew,  
Awaiting the judgment day,"



FISHING IN THE POTOMAC

the club has a fine clubhouse and other conveniences. In 1852 Meshech Browning built a mill and the famous old dam, and to-day the waters of the old dam are from 50 to 150 yards wide and more than a mile long, and the angler is provided with a boat from which he conducts his operations. At times hundreds of fine trout can be seen disporting themselves in the somber depths, and the angler never wants for sport.

For many miles above the old dam there is fine fishing, and many a trout from 15 to 20 inches in length has been landed from this stream. Nor is this the only stream of Garret County. The others are legion, although all smaller in size than Muddy Creek, which by the way belies its name, for its waters are clear as crystal, distilled

the hosts of the North and the South who fell in the cause which they thought just, even the enthusiastic trouting pilgrim at times turns his mind to the evidences of that great struggle with which he is constantly confronted.

In spite of the wonderful advances of the past two or three years made by modern industry in her efforts to turn the rugged hills and mountains of the "War-born State" to the uses of modern life, West Virginia still remains much of the virgin forest and sportsman's paradise which she has been for many years. The heart of Zanzibar has no such forests as still clothe many of the hills and mountains of this state, and in addition to the almost innumerable mountain streams the scenery

lends an enchantment for the sportsman. In the eastern part of the state there are numerous streams within easy reach from Piedmont, Romney and Keyser, while about Kingwood even the gigantic coal operations have not dissipated the opportunities for the sport of fly casting. About Grafton and Clarksburg and in other sections of the state, especially that about the headwaters of the Cheat River, there are many excellent trout streams, while deeper in the mountains at Camden-on-the-Gauley, the sportsman is in his element. Tributary to the Gauley are such fine trout streams as Cherry, Cranberry, Meadow and Williams creeks, but these are only a few of the many sparkling waters which afford the highest display of the angler's skill, and in return reward his labors with bounteous results. In the days of long ago that famous recluse, "Porte Crayon," communed with nature here in these solitudes, and since that time thousands of enthusiastic sportsmen have come and gone, many to return again, and all with lasting memories

of this land at the time when the magnolias are in bloom and when nature does her best to clothe and decorate her rugged work.

Most of those who go a-trouting count themselves adepts in some particular way, and while they pursue various modes in alluring the gamey trout, nearly every angler takes a particular delight in displaying his skill in fly casting, which is really the only scientific mode of trout fishing. It has been truly said that fly fishing is the poetic method of angling, and in this one requires as much skill as is usually required in the most exacting callings of life, as every expert angler well knows.

All the sport to be enjoyed in trout fishing anywhere, save perhaps in the famous wilds of Canada or those of the far west, is elicited from a short sojourn to one of the numerous mountain streams along the lines of the Royal Blue, where during these sunshine days, as in previous years, thousands are now experiencing a most delightful outing.



## CALIFORNIA AN OBJECTIVE POINT FOR TOURISTS.

IT has not been many years since it was deemed necessary to select some city near the center of the United States for the holding of conventions, for convenience sake. Recently, however, the public have been more educated to traveling and do not consider a journey across the country of very great moment. This has been fully demonstrated this year, when four great gatherings have been announced to be held in California—two at Los Angeles and two at San Francisco.

The Imperial Council, Ancient Order Nobles of the Mystic Shrine will hold its 28th Annual Session at San Francisco, Cal., June 8th to 14th, inclusive. Many tours by special trains have been arranged for this occasion. The "Imperial Special," conveying the Imperial Potentate accompanied by nobles of the various eastern temples with their ladies, will leave New York City on May 31st via the Baltimore & Ohio Railroad, and the party will be joined by others along the route from Philadelphia, Baltimore, Washington, Richmond, Va., Pittsburg, Pa., Wheeling, W. Va., Cincinnati, O., and St. Louis. This tour has been arranged to cover a period of from twenty to thirty days. On going trip, stops will be made at Kansas City, Denver, Colorado Springs and Salt Lake City. The

return trip has been arranged via Yellowstone Park, St. Paul and Chicago and thence via the Baltimore & Ohio Railroad home.

A detailed itinerary has been issued, naming cost, which includes all expenses for the entire trip at a much less figure than one could plan the trip for himself.

Another special train will start from Philadelphia June 3d, known as the "Lu Lu Special." This train will also run via the Baltimore & Ohio Railroad through Baltimore, Washington and Wheeling to Chicago, and reaching San Francisco June 8th. The itinerary which has been published, provides for but one stop on going trip, at Salt Lake City, but will make stops returning, at Hotel Del Monte, Monterey, Paso Robles, Santa Barbara, Los Angeles, Portland, Ore., Glenwood Springs, Colorado Springs and Denver, and returning via Chicago. A special rate, as per itinerary, covers all expenses for the tour lasting twenty-four days.

Aside from the special trains for the conveyance of Shriners and their friends, the rate to San Francisco and return, from all portions of the United States, is extremely low. Tickets will be placed on sale from May 26th to June 7th with return limit sixty days, affording a splendid opportunity for side trips and stop-overs.

WHO seeks for Heaven alone to save his soul,  
May keep the path, but will not reach the goal;  
While he who walks in love may wander far,  
Yet God will bring him where the blessed are.

—DR. HENRY VAN DYKE.

## THE PROGRESS OF THE LOUISIANA PURCHASE EXPOSITION.

**D**URING the past winter the Louisiana Purchase Exposition Company perfected its working organization in all departments, mapping out the work in detail for each, and were therefore ready for active operation along the lines of effort already mapped out, as soon as the weather permitted.

For a month past the actual construction work has been progressing most satisfactorily. Contracts have been let for three of the immense exhibit buildings under circumstances indicating that all of them can be completed this year. The contractors of these buildings have given bonds to

topography, while within its confines are many of the mysterious earthworks of the ancient mound builders.

Forest Park is the central western boundary of a city of 600,000 inhabitants; is accessible by all lines of street cars, and nearly all the great trunk roads will land their passengers and freight directly at the gates. Fifty minutes will be the maximum time from the remotest parts of the city to the exposition ground.

For some time the park has presented a scene of the greatest activity. Forests have been felled, a lake has been filled, a river made to change its channel, and the



TEXTILES BUILDING, ST. LOUIS WORLD'S FAIR

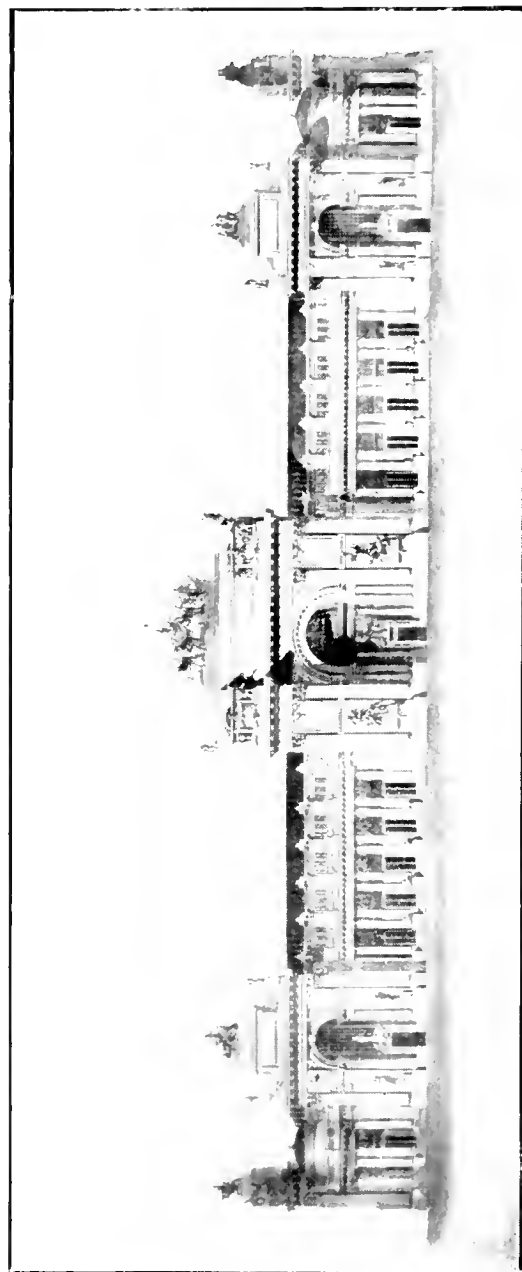
the amount of one-third of the contract price, to complete them in six months, under a penalty of \$500 per day for delay.

Contracts with time limits have also been let for a large amount of grading, sewer and subway construction; for the greatest electric plant ever constructed in the United States, and for over \$200,000 worth of electric wire.

The site of the exposition, Forest Park, a suburb of St. Louis, is one of the finest in the entire Louisiana Purchase. It contains 1,371 acres, and is not only one of the largest but also one of the most beautiful parks in the world. The river Des Peres flows through it, and rugged hills, exquisite valleys and virgin forests mark its striking

rude hand of the iconoclast has disturbed the tombs of the mound builders. The landscape artist is adorning the work of nature, lagoons are taking shape, terraces are outlining themselves on the hillsides, and under the influence of the mild spring weather, the great buildings will rapidly rear their gleaming walls and minaretted roofs toward the blue sky.

The sizes of the buildings are enormous. Those for which contracts have already been let are as follows: Varied Industries building, 1,200x525 feet, cost \$604,000—covering an area of about fourteen and one-half acres; the Textiles building, 600x525 feet, cost \$319,399, and the Liberal Arts, 525x750 feet, cost \$460,000.

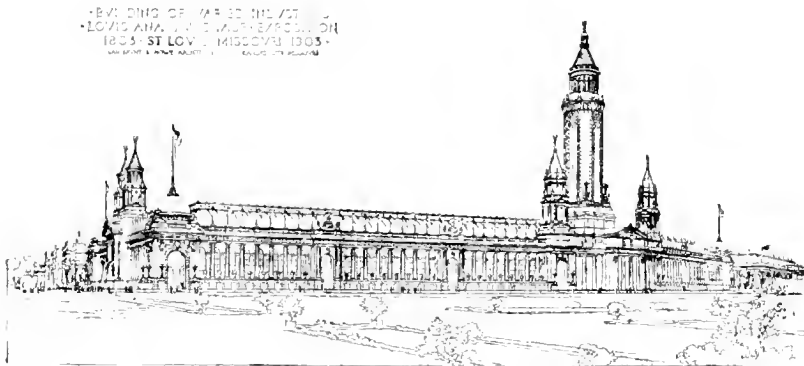


LIBERAL ARTS BUILDING, ST. LOUIS WORLD'S FAIR

An idea of the magnitude of the enterprise may be obtained from the money already invested. Without estimating contemplated additional appropriations by the government, and appropriations from scores of states, before whose legislatures bills are already pending, \$17,130,000 has already been appropriated. Bills now pending before legislatures, and the efforts of organized citizens of states whose constitutions prevent state appropriations or whose legislatures do not meet in time, amount to \$2,000,000, making a grand total of nearly \$20,000,000. This simply covers the appropriations of the United States and its

colonies, and is independent of the appropriations of foreign countries.

These figures seem stupendous, but the marvels of the territory covered by the Louisiana Purchase are far more astounding than the simple building of an exposition. The intense energy and activity of a nation that created an empire and peopled its million square miles with fifteen million inhabitants and gave them \$7,000,000,000 of wealth in a little more than a span of an ordinary human life, does not hesitate at great undertakings and would not be satisfied with any lesser celebration of its triumphal progress.



VARIED INDUSTRIES BUILDING, ST. LOUIS WORLD'S FAIR.

## FROM MICHIGAN TO WASHINGTON.

BY MAY C. FITZ GERALD.

IF we could paint recollections, could give the precise sensation of an hour and place, or express in words the thoughtful and suggestive emotions which the "Michigan Party" experienced while passing through scenes where nature has given of her great bounty, some idea of the pleasure of our trip would reveal itself. The appearance of the country over the Baltimore & Ohio Railroad is very beautiful, with its mountain peaks, the forms of its hills and the lovely delicacy of its colors. A land where sky and earth strangely intermingle, giving it an almost magic charm when the rising sun enshrouds the lofty heights. In the valleys each tiny stream gleams as it catches the first rays of the sunlight.

Here and there we passed villages, then a deep, narrow gorge with lofty cliffs rearing craggy summits to the clouds. A few miles and the mountain stream is black and turbid and whirls in and out among the stony masses at the foot of the rock.

As in many parts of our country where nature has been lavish with her gifts, we caught a glimpse of human nature, and the gifts were not so evident. We often passed very poor places, the houses being dilapidated and the people careless of appearances.

In Washington every faculty of the mind was quickened, ready to grasp in one week and retain for a lifetime the results

of a nation's thought expended on a nation's capital.

The Congressional Library, whose beauty no words can describe; the Capitol, where every courtesy was extended to our party, and the many other buildings to which we had the entree, made clear to us why a discussion on nature versus art is not always in favor of nature.

We had a splendid bird's-eye view of the city and Potomac River from the Washington Monument.

Mount Vernon, rich in memories and bearing silent testimony of many things, recalled to our minds lessons learned from the mute pages of history. As in Washington we had the great honor and pleasure of meeting President Roosevelt, so in Baltimore we had an equally pleasant audience with Cardinal Gibbons. The many points of interest shown to us in Baltimore will not be among the least of the recollections of our trip.

While homeward bound a stop was made at Harper's Ferry. We shall probably never forget the half hour there, nor the climb up the rock-hewn steps to the little incense-scented church, and the altar, one mass of Easter lilies, so pure, so beautiful.

A vacation trip which was educational in the broadest sense of the word, and throughout unfailingly interesting.



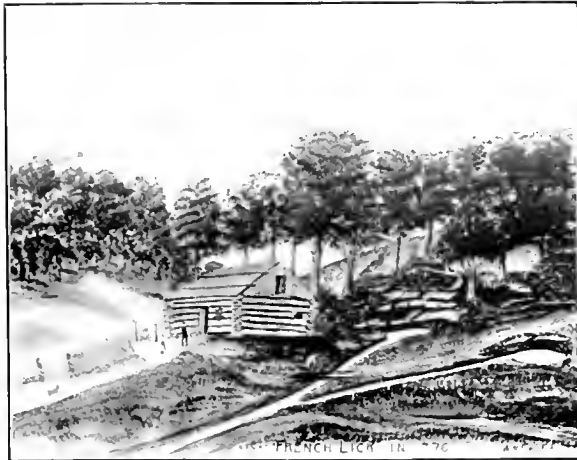


## FRENCH LICK SPRINGS, INDIANA.

THE history of this romantic and beautiful resort, nestling in the hills of Orange County, antedates the history of the State of Indiana by many years and its beginning is almost contemporaneous with the French settlement of old Vincennes, so charmingly narrated by that famous Indiana author, Maurice Thompson. General George Rogers Clark, the intrepid, courageous patriot of those early days, in his memoirs of his historical expedition to Kaskaskia and Vincennes, mentions the wonderful saline deposit of these springs as being the resort for deer and buffalo,

Vincennes had come to the springs to drink the waters and hunt for the large game with which the surrounding country then abounded. As the maiden came down the hillside from the thickly tangled wood on her way to bathe her face in and arrange her jet black hair while looking into the rippling, bubbling waters of old Pluto, the sharp report of the hunter's rifle rang out and Undine's spirit sought rest on the bosoms of her ancestors in the Happy Hunting Ground.

The first habitation erected by a white man was built by Joel Charles, a brave and



FRENCH LICK INN 1776.

who came in great herds from the forests to "lick" of the salty waters. It is from this fact and the early French settlement that the name "French Lick" is supposed to be derived.

After the departure of the French, who were evidently driven away by bands of hostile Indians, John Pruett, a man of roving disposition, settled here, but never acquired any property. In those early days, powder and ball were the currency of the time, and it is said of Pruett that he at one time received a payment in powder from a frontiersman who had lost his way in the dense forest and wandered to his cabin.

A sad legend of these early days, said to have occurred in the latter part of the eighteenth century, is that of Undine, a beautiful Indian maiden of the Shawnee tribe. Some Frenchmen from the fort at

daring frontiersman, in the year 1811. His cabin stood just across the road from the magnificent new hotel, on the site now occupied by the livery barn.

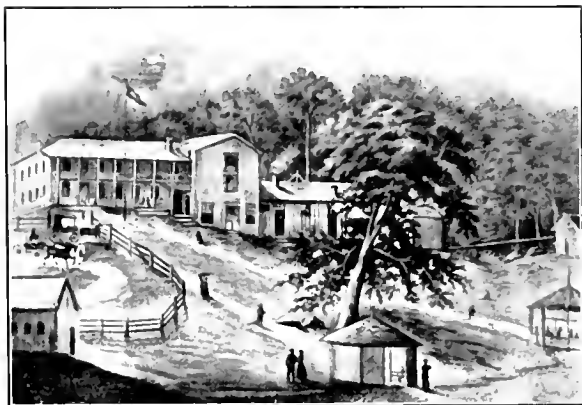
In 1816, shortly before the admission of Indiana as a State of the Union, Congress, by special act, ceded to the then Territory of Indiana the lands in and about French Lick Springs, with the provision that they should be for the sole use of the people for the purpose of making salt. Acting under the provisions of an act of the General Assembly of the State of Indiana, Thomas C. Chapman, in 1826, proceeded to bore for salt water near the springs, but his attempts were unsuccessful, and in 1829 the state was empowered to sell the lands in fee simple. Dr. William A. Bowles became the purchaser. Dr. Bowles is described by those who knew him as a man of polite

manner and rare attainment, and a good physician. Bowles Spring is named after this first owner of the property.

In 1850 the first hotel on the site of the present new hotel was completed, and leased by Dr. Bowles to Dr. John A. Lane of New York. The guests during the period here referred to were principally from the

well as the Dred Scott decision, the Bowles case naturally attained prominence and was the occasion for one of the scorching editorials of Horace Greeley scoring Bowles for his attempt to establish slavery in Indiana.

In 1864 the springs were rented by Dr. Bowles to Dr. Ryan for a period of fifteen



FRENCH LICK IN 1859.

southern states, and in the year 1858 there occurred an incident having a bearing on the great struggle of 1861 in a much greater degree than is generally known. The wife of Dr. Bowles was a French lady, the owner of a number of slaves, and on a return from a visit to her southern home, brought seven of them with her. Her husband was promptly indicted by the grand jury of the county, and the trial resulted in his conviction. An appeal to the Supreme Court was taken, and in due time the case was decided against him, causing much criticism in the south and frequent commendation in the north. Coming at about the time of the John Brown insurrection and the battle at Harper's Ferry, as

years. Dr. Bowles dying about the time of the expiration of Dr. Ryan's lease, the springs were managed by the administrators of his estate for a year or so, when they were leased to Dr. Ryan, James M. Andrew and Hiram E. Wells. These gentlemen were succeeded by the French Lick Springs Company, organized by Louisville people, who in July, 1901, sold the property to the French Lick Springs Hotel Company, the present owners.

The present owners of the property are expending thousands of dollars in the erection of a new hotel and in improving and beautifying the surroundings, and it is their intention to make this resort second to none in the country.



THE NEW HOTEL AT FRENCH LICK IN 1902

## ROBERT E. LEE.

BY COL. ALEXANDER K. M'CLURE IN CHICAGO INTER OCEAN.

FOR a year or more before our civil war the citizens of, and visitors in Washington were often attracted by a solitary horseman on the streets of the capital. He was known as one of the handsomest of our prominent men, rode with superb grace, and was as modest and unassuming in manner as he was elegant in form and action. This man was Robert E. Lee, then Lieutenant Colonel of the Second regiment of cavalry, who, after having served with his regiment in Texas for a considerable period, was called to Washington in 1859 to join the staff of Gen. Winfield Scott. It was his usual custom to ride on horseback from his magnificent estate and palatial mansion, known as Arlington, on the southern side of the Potomac, to the headquarters of the army, and return in the evening. That he attracted attention on the streets of the capital was not a source of gratification to him, as he was one of the most unpretentious of gentlemen, and he rarely rode through the great thoroughfares.

Lee was then regarded as the most accomplished of the younger soldiers of the United States army. He was a man of exquisite form and feature, in the full vigor of manhood, had won promotion in Mexico on several battle-fields, and when the fearful storm of civil war broke upon the country the conviction was universal among those responsibly connected with the army that Colonel Lee was the best equipped of all our gallant soldiers to command the Union army. Within two weeks after the inauguration of Lincoln, he promoted Lieutenant Colonel Lee to the position of Colonel of the First cavalry. He was not only a thoroughly educated and experienced soldier, but he was pronounced by Nicolay and Hay in the "Life of Lincoln," as a man "of fine presence, ripe judgment and mature manhood."

It was an open secret before war was precipitated by the firing upon Fort Sumter that Colonel Lee would be assigned to the command of the Union arms in the field when war came, which was then accepted as inevitable. He was known to be opposed to secession, and he did not conceal his views on the subject. A few weeks before

his resignation from the army he wrote to his eldest son, George Washington Parke Custis Lee, a graduate of West Point and Major in the army: "Secession is nothing but revolution. The framers of our constitution would never have exhausted so much labor, wisdom and forbearance in its formation and surrounded it with so many guards and securities if it was intended to be broken by every member of the confederacy at will." But, while Lee was very earnestly opposed to secession, he had been educated in support of the doctrine of the sovereignty of the state and the obedience of the citizen to the state as paramount to obedience to the national government.

I was personally and somewhat intimately acquainted with General Cameron, Secretary of War, and with Colonel Scott, his Assistant Secretary, and saw them very often when the dark clouds of fraternal conflict were gathering over us. They knew that General Scott was past usefulness as an active commander; they were entirely confident that Colonel Lee would remain in the Union army with General Scott, and they believed that they had the best equipped commander of the entire army to place at the head of the Union forces in the field.

After the bombardment of Sumter the elder Francis P. Blair was chosen by the President and Secretary of War to have a personal conference with Colonel Lee, and to give him a formal offer of the command of the Union troops. Virginia, his native state, had not then seceded. On the contrary, the convention had voted against secession. There are conflicting reports as to the precise language used by Colonel Lee in answer to Blair's proffer of the command of the army. General Cameron, in a debate in the Senate in 1868, stated that his understanding was that Lee had verbally accepted.

Montgomery Blair in a communication published in the *National Intelligencer*, August 9, 1866, when the elder Blair was still living, gave Lee's answer to his father in these words: "Mr. Blair, I look upon secession as anarchy. If I owned the four millions of slaves of the South I would sacrifice

them all to the Union, but how can I draw my sword upon Virginia, my native state?" According to this report Lee left the question open for further conference with General Scott. On the 25th of February, 1868, Lee wrote to Reverdy Johnson on the controversy as to whether he had agreed to accept the Union command. In this letter he denied that he had ever intimated to any one that he desired such a command, and said: "I declined the offer he (Mr. Blair) made to me to take the command of the army that was to be brought into the field, stating as candidly and as courteously as I could that, though opposed to secession and deprecating war, I could take no part in an invasion of the Southern states."

It seems to be well established that Lee considered the question of accepting the command of the Union army until Virginia seceded and joined the Confederacy. When Lee returned to Arlington on the evening of the 19th of April he received information of the secession of Virginia, that had been secretly adopted on the 17th, and the following morning he sent his resignation to General Scott in a letter, as follows:

ARLINGTON, April 20, 1861.

GENERAL:

Since my interview with you on the 18th inst. I have felt that I ought not longer to retain my commission in the army. I therefore tender my resignation, which I request you will recommend for acceptance. It would have been presented at once, but for the struggle it had cost me to separate myself from a service to which I have devoted all the best years of my life and all the ability I possess. \* \* \* Save in defense of my native state I never desire again to draw my sword.

R. E. LEE.

One feature of the military record of General Lee I have never seen discussed in any of the histories of the war. Lee on more than one occasion declared his purpose never to draw his sword except in defense of the state whose sovereignty he regarded as paramount. On the 22d of April he left his beautiful home in Arlington, never to return to it, and on the following day he was appointed by the state authorities Major General, with chief command of the Virginia state forces. He did not enter the military service of the Confederacy, but remained in command of the state forces until the Confederate capital was moved to Richmond, and the state forces were incorporated into the Southern army. He conducted a campaign in the western part of Virginia without important achievement,

and he was called to Richmond by President Davis as chief military officer and adviser in the Confederate capital.

It was not by accident, nor by any desire of President Davis, to keep so accomplished an officer as General Lee from active service in the field, that General Lee was detained in Richmond. It was well known to all that Lee's purpose was not to engage in any war beyond the defense of his native state, and I have good reason to believe that he refused active service in the field because it might require him to go beyond the lines of his state. His oldest son, Gen. G. W. P. Custis Lee, who had resigned from the army with his father, was equally positive in his declaration not to be engaged in any war except in defense of Virginia, and for that reason he was not in field duty. Both of them were accomplished soldiers and admirably fitted for field service, but they were men of the highest measure of conscientiousness, and held that they could not consistently engage in a war against the government whose service they had accepted, save in defense of the sovereignty of their commonwealth.

Gen. Custis Lee took little or no part in field warfare during the entire struggle, and his father was brought to the command of the army of northern Virginia by Gen. Joseph E. Johnston being disabled at the first important battle fought before Richmond. Lee was then assigned to the command of the army until Johnston should be able to resume, and after the seven days' battles, resulting in the defeat of McClellan and raising the siege of Richmond, Lee's ability as a commander was pointedly exemplified by his prompt movement to strike General Pope before McClellan's army could be united with it. That campaign was one of the best conceived and most brilliant of all Lee's movements, resulting in the defeat of Pope at the second Bull Run, and forcing the two Union armies of McClellan and Pope finally into the intrenchments at Washington.

Then for the first time the question of Lee confining his efforts strictly to the defense of his state became a vital one, and he was compelled to choose between giving up the command of the Confederate army and suffering the execrations of his people, or leading it into Maryland. The movement into Maryland was not accepted as a wise strategic movement from a military standpoint, but it was dictated by the general

belief in the South that the invasion of Maryland by Lee's army would arouse the people of that state to join the secession movement, and for that reason, and that only, Lee crossed the Potomac in 1862.

Lee did not enter Maryland to make war on the people of that state, but he hoped by that movement to give Maryland an opportunity to assert herself as a state of the Confederacy, believing, that the people of Maryland desired to do so. In that Lee discovered that he was mistaken, and he fought the battle of Antietam because it was necessary to reunite his army after Jackson's movement to capture Harper's Ferry, to enable him to return to Virginia in safety. He occupied a strong position at Antietam, from which McClellan, with an army outnumbering Lee's by one-third, had failed to dislodge him. One of the bloodiest battles of the war was there fought, resulting in a desperate struggle from six o'clock in the morning until after sunset, each army holding its position. Lee waited a day after the battle for McClellan to renew the attack, and finding that he could move with safety, he left his position during the night and crossed the Potomac into Virginia.

I never saw General Lee during the war or after the war, and I have always regretted that I did not avail myself of the many opportunities I had to visit him after the war in his modest home in the beautiful village of Lexington, which nestles in the mountains of Virginia. I saw him frequently in Washington before the war, but never had opportunity to have any extended conversation with him. He was a gentleman of most agreeable and genial manner, always dignified and courteous, and scrupulously avoided the appearance of ostentation. There have been many criticisms of some of his military movements and of his qualities as a military chieftain, but it may now be accepted that the name of Robert E. Lee is crystallized in the history of the country and of the world as one of the few great commanders of his century. His character may be summed up in a single sentence, defining him as an accomplished soldier and a Christian gentleman, for he filled every measure of both great attributes. Like all great commanders of his century, with probably the single exception of Napoleon, there were limitations upon his capabilities. Napoleon was equal to any condition of war, aggressive or defensive, or strategically defensive and tactically aggressive, but in

that supreme quality he stands alone. All of the great commanders of that period were noted for their aggressive or for their defensive qualities. Grant was pre-eminently distinguished as an aggressive warrior; McClellan was pre-eminently distinguished as a defensive warrior. Grant always fought when he should have fought and sometimes when he should not have fought. McClellan gave the most sublime illustration of his great qualities as a defensive general in the seven days' battle, but he never assumed the aggressive in a single great action, excepting at Antietam, and then he should have fought one day earlier, when one-third of Lee's army was engaged at Harper's Ferry.

General Lee may be classed as among the great defensive generals of his time. He was never defeated in any of his many battles fought on the defensive until his army was disintegrated and weakened by death and desertion and lack of supplies, when Grant broke his lines at Petersburg and forced his retreat for the final climax at Appomattox. He was much the type of McClellan as a commander, differing only in his frequent unexpected attacks upon the Union forces. While strategically defensive, he was always a dangerous soldier in his tactically aggressive movements. He will be accepted in history as not only the greatest of the Confederate commanders, but as the one military chieftain who could have filled the military necessities of the Confederacy.

In but one battle of the war were his limitations exhibited, and that was at Gettysburg. It was the first campaign in which he was compelled to be both strategically and tactically aggressive, and his great opportunity was lost the first day of the battle, when he failed to dislodge the shattered Union forces from Cemetery Hill and take possession of Round Top and Culp's Hill. That failure enabled the Union army to concentrate in the strongest defensive position to be found anywhere between Williamsport and Washington, on a short and almost impregnable line, while Lee's line of battle was thrice as long.

It has always been a surprise to those who closely studied the character of General Lee that he insisted upon Pickett's bloody and disastrous charge, even against the earnest protest of Longstreet. I do not assume to say what Lee should have done at Gettysburg after his failure to

take possession practically of both positions on the evening of the first day. He has been severely criticised by some of his own Southern friends, especially by General Longstreet, by whom some personal resentment is clearly exhibited; but it is now an accepted historic fact that the Gettysburg campaign was a blunder, and that the failure of Lee to take possession of the whole field on the first day led to the decisive battle of the war, in which the fate of the Confederacy was irrevocably sealed.

It is easy to criticise a commander after a battle has been fought and all the opportunities known to the critics, many of which were not known to the commanders at the time, and there was nothing in the Gettysburg campaign, disastrous as it was, that dimmed the luster of Lee's greatness as a military chieftain, or that impaired in any degree the confidence of the Confederate government and the southern people. He was as much their idol when, with his defeated and broken legions, he recrossed into Virginia, as he was when he marched with the greatest army the Confederacy ever knew, to a defeat that was decisive of the fraternal conflict.

I assume that General Lee has never received full justice in regard to the Gettysburg campaign. If he had been permitted to exercise his own judgment, even with all the military and political considerations which seemed to favor it, the Gettysburg campaign would have been unknown in the conflict. In a conversation with Jefferson Davis some ten years after the war, at his home in Mississippi, he spoke very frankly on several questions relating to the war which were in dispute. I inquired of him why the Gettysburg campaign was determined upon; whether it was dictated by military or political considerations. His reply was somewhat evasive, but he said that it certainly would not have been undertaken if it had not been believed to be a wise military movement. I asked him whether it was General Lee's proposal, or whether he advised it. His answer was again evasive, as he said that it would not have been attempted without General Lee's assent.

It was evident from Davis' explanation that Lee did not approve of assuming the aggressive strategically, which might compel him to accept perilous aggressive tactical movements. He was naturally averse

to going into the enemy's country, thereby weakening his lines, to fight a superior force, but strong political necessities dictated it, and it was believed that the largest army the Confederacy ever had, with Lee as its commander, could again defeat the Army of the Potomac in an open field engagement, and thereby strengthen the opposition to the war in the North and re-inspire the South to renewed vigor in support of the Confederacy. The Army of the Potomac had been defeated under Hooker but a few months before at Chancellorsville, and it was known to be greatly demoralized. General Meade succeeded to the command only three days before the battle of Gettysburg, and he well knew that his army lacked concentration and was discouraged by an unbroken line of defeats, but when that army was called to defend northern soil from Confederate invasion its earnestness of purpose was exhibited not only by every officer, but by every soldier of its ranks. It was a more dangerous foe on the field of Gettysburg than ever it had been in Virginia, and, so far from strengthening the anti-war sentiment of the north, the Gettysburg invasion aroused the North to overwhelming efforts to prosecute the war until the rebellion was overthrown.

Lee thus marched to and fought at Gettysburg against his own convictions, and was finally compelled to choose between retreat or the fatal charge he ordered to be made by Pickett. His superior military judgment and experience may be accepted against the advice of Longstreet, that Lee should move around the left flank of the Union army and force it to abandon its strong position. It is just such a movement as Lee would have made had he believed it possible to accomplish it, for in all the many trials during the civil war he was equal to every emergency when opportunity offered for a movement to his own advantage. What he did at Gettysburg on July 3 may be regarded as the wisest action that could be taken, and his palpable error on the first day was doubtless dictated by the apprehension that the full force of the Union army was within easy reach of Cemetery Hill, while Longstreet had not yet reached Gettysburg.

Considering the military conditions and necessities which environed Lee, no commander of his century accomplished more with the same resources, and the single criticism of his military career relates to

Gettysburg, a campaign that was conceived and ordered to be executed against his military policy and certainly against his judgment. Of all the defensive generals of modern times he was the greatest and the most dangerous. While on the defensive the Union army was never safe from an unexpected and terrible blow, and every campaign that he planned, and every battle that he fought from his own standpoint must stand in history as faultless in conception and execution.

The most heroic military movement of the war was his separation of his army when confronted by Hooker at Chancellorsville, by sending Jackson to turn the right wing of the Union army, which was up in the air, resulting in the disgraceful defeat of an army that doubled the numbers of the Confederates; and his attack upon Grant in the Wilderness would have made him victor of the campaign but for Grant's ability to fill the places of his dead and wounded. It is an impressive commentary upon the generalship of the two great commanders of that conflict that Grant lost more men in killed and wounded and missing, between the Rapidan and the James, than Lee had to oppose him.

General Lee was one of the gentlest of men. He was the one eminent southern man during our civil war who uniformly taught, alike by precept and example, as Lincoln taught in the North, "with malice toward none; with charity for all." Lee, like Lincoln, never uttered a single sentence of resentment against the opposing section. When he was finally brought to the surrender at Appomattox he appeared before Grant in his best uniform, with his finest sword at his side, ready to perform his last sad duty for his cause with all the dignity of a soldier and a gentleman. Grant was in fatigue uniform and without his sword, which at once indicated to Lee that the delivery of his sword was not expected. The surrender accomplished, he asked for rations for his few famished troops, to which a prompt and generous response was given, and the Con-

federate chieftain, who had fought for his cause until his army was practically annihilated, quietly retired to his home in Richmond, where he refused the gift of a house and lived in the quietest retirement.

Soon thereafter he accepted the presidency of the Washington and Lee University, at Lexington, where he spent the remaining few years of his life in tireless devotion to his new duties, and where he was worshiped by the entire community. Fifteen years after his death I was the guest of his son, Gen. Custis Lee, who had succeeded his father to the presidency of the university, and stood in front of the recumbent statue over the grave of Lee in the college hall, while delivering the commencement address. His room in the college building remained then, and still remains precisely as General Lee left it, including his easy shoes in the corner, and little scraps of paper in and about his desk, on which he at times would record a thought. He was only once outside of his state after the war, and that was when he was summoned to Washington to be examined before the committee on the conduct of the war. He came in the quietest manner, avoided all publicity as far as possible, and left for his mountain home as soon as his mission was ended. He continued to perform his duties as president of the university until the fall of 1870, when he was stricken with paralysis, and, after lingering several days in an unconscious condition, he died on the 12th of October.

The South had many heroes who called out the deepest affections of the southern people, but no one was so universally beloved as Robert E. Lee, and his memory will ever be cherished by them as that of the ideal hero and gentleman. The passions of civil war are now almost entirely effaced, and I sincerely hope that before another decade shall have passed there will be erected on Seminary Hill, by the joint appropriations of the states of Virginia and Pennsylvania, an equestrian statue of Lee corresponding with the statue of Meade on Cemetery Hill.

1861-65. TO THE G. A. R. 1902.

BY W. J. LAMPTON.

HELLO there,  
G. A. R.!  
How do you think  
You find yourselves?  
Just as much sand in your claws  
As ever you had, eh?  
Just as willing to  
Grab a gun,  
Or swing a saber,  
Or march a march,  
Or shoot a shell,  
Or dig a trench,  
Or chaw a hard-tack,  
Or charge a fort,  
Or bang the foe,  
Or guard a camp,  
Or chase a chicken,  
Or head a forlorn hope,  
Or die for the dear old Flag  
As you ever were,  
Ain't you?  
But not quite so spry  
On your pins as you used to be?  
And a bit stiff  
In the j'ints,  
And a shade slow  
On a double-quick, eh?  
Of course, of course;  
The war you fi't in  
Wasn't yesterday,  
And time has a way  
Of holding us up  
And taking our youth away from us,  
That the law can't reach.  
But you've got  
The spirit, all right,  
And the boys  
That you're fathers to  
Show the stuff that's in them;  
And they've done you proud,  
Old chaps of the G. A. R.,  
Indeed they have.  
And the old Flag flies  
In the peaceful skies  
Of a country that you and they  
Have done your share  
In putting it where  
It will stand until Judgment Day.  
So here's to you,  
G. A. R.,  
God bless you,  
Hooray!  
Hooray!





# Stub Ends of Thought

By ARTHUR G. LEWIS.



**A**RTIFICIAL restriction of natural inclinations should be administered only in homeopathic portions.

THERE are enough faults on the surface of men's lives without probing for them with unproved prejudice.

THOUGHT and discussion are the only necessary precedents of knowledge.

TEMPTATION is the true test that demonstrates weakness or proves strength.

How easy it is to insult the greatness of little minds.

GOD knows us for what we are, not for what we appear to be; then let us for God's sake be honest with ourselves.

THE originality of ideas depends more upon experience than research.

WE expect from women more than we give them; we should give them more than we receive.

THE loss of what might have been often helps us to the realization of what should be.

WHAT we call doing ourselves justice is frequently doing an injustice to someone else.

HIGH pressure education is injurious to mind, body and morals; non-permanent and non-sensical.

STERN principled self-reform is liable to be ridiculed; let us confine, therefore, all heroic resolutions to our own confidence.

ONLY curs attempt to keep the under dog hopelessly down.

INTO the sun-banished corners of fate send any strength you are able to spare.

UNCONVENTIONALITY is a sweet morsel rolled upon the tongue of many people who have not courage enough to swallow it.

THE remorse of death frequently compels what the duty of life ignored.

SOME men are only perceptible to serious consideration under the magnifying glass of their own conceit.

## IT IS EASY ENOUGH.

BY ARTHUR G. LEWIS.

**I**T IS easy enough to be happy,  
When happiness comes your way,  
But he who laughs at sorrow  
Should wear the medal to-day.  
If the heart is light from absent grief,  
And the future a clear blue sky,  
No credit is due to the laughing few  
That pass the dull world by.  
Lift up the cross of a suffering friend;  
Kiss somebody's tears away,  
And the sun will shine in your life way  
On the gloomiest kind of day.

Take from the sun of your garden  
A flower to the shades of care,  
And though it dies in the darkness,  
A breath of its fragrance there  
Will live for a while, and lighten  
Some heart from its storm and pain.  
And the plant from which it was taken  
Soon blossom with fragrance again.  
Lift up the cross of a suffering friend;  
Kiss somebody's tears away,  
And the sun will shine in your life way  
On the gloomiest kind of day.

## HUNTING AND FISHING RESORTS ON THE BALTIMORE &amp; OHIO RAILROAD.

REVISED LIST. Note: Not laws of West Virginia. Maryland laws subject to recent revision not published.

Nearest Railroad Station on B & O R R	SHOOTING: Kind of Game	FISHING				Guide's Charges, Per Day	Hotel Rates, Per Day	Character of Country.
		Days from Sept. 1st	Name of Stream	Kind of Fish	Best Months for Fishing			
Aberdeen, Md.	Canvases, Jacks, Red-heads, Black-heads, Widgeons, Trout and Marsh Ducks.	5	Chesapeake Bay and tributaries.	Striped Bass, Perch and Pike.	Aug. to Sept.	\$1.50	\$1.00 to \$5.00	Open and wet.
Alken, Md.	Canvases, Jacks, Red-heads, Black-heads, Ducks and Quail.	1	Potomac Creek.	Perch, Rock Bass, etc.	May	1.50 to 3.00	1.00	Open and wet.
Akron, O.	Ducks and Quail	Close.	Portage Lake	Bass and Pike	Reservoir			Open.
Avoidine, O.	Rabbits, Gray Squirrels and Quail.	3	Fish Creek	Bass and Small Fish	June to Sept.	2.50		Open, wooded, rocky and hilly.
Bellton, W. Va.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits, Deer.	2 to 12	Great Cacapon, Sir John's Run and Cacapon River.	Speckers, Fels, Carp, Bass, Trout and Black Bass.	June 15-Apr. 15	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Baylor's, Md.	Rabbits, Squirrels, Partridges, Pheasants and Robins.	9	Potomac	Bass and Suckers.	April and May.	2.50	1.00	Open and wooded.
Brushlaw, Md.	Snipe, Red and Tail	3	Little Gunpowder and Marshes	Gudgeons only	May and June		Moderate.	
Calro, W. Va.	Pheasants, Quail, Squirrels, Rabbits, etc.	6 to 12	North Fork, South Fork Hughes River.	Pike, Perch, Catfish, etc.	June 15-Apr. 15	2.00	.50 to .75	Open, wooded, rocky, hilly, wet and dry.
Cameron, W. Va.	Rabbits	6	Cedar Creek	Black Bass	September.	4.00	2.00	Wooded, rocky and hilly.
Cedar Creek, Va.	Partridges, Wild Turkeys, Pheasants, Wild Ducks.	3	Shenandoah River	Black Bass, Catfish, Perch	June 15-Apr. 15	1.50 to 3.00	1.00	Wooded, rocky, wet, dry.
Charlestown, W. Va.	Squirrels	1	Beaver Hole and Cheat River.	Pike and Catfish.	May to Aug.	2.00 to 3.00	1.00	Wooded, rocky and hilly.
Cheat Haven, Pa.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants and Quail.	5 to 100	Elk-Gauley, Kanawha	Black Bass and Trout.	June 15-Apr. 15	3.00	1.50 to 2.00	Rolling dry and wooded.
Clarksburg, W. Va.	Wild Turkey, Quail, Pheasant, Squirrels and Small Game.	Close.	Youghiogheny, Casselman and Laurel Hill Rivers.	Black Bass and Trout.	May to July	2.00 to 3.00	1.50 to 2.00	Wooded and hilly.
Confluence, Pa.	Rabbits and Squirrels	2	Snowy Creek	Mountain Trout	Oct. and Nov.			Wooded.
Corinth, W. Va.	Wild Turkeys, Pheasants, Rabbits and Quail.	1	Never's Fishing Shore	Pike, Perch, Catfish, Gudgeons and Eels.	Oct. and Nov.	1.00		Wooded.
Covington, Md.	Rabbits and Squirrels	8 to 18	Patterson Creek	Bass.	March, April.	2.50 to 4.00		Open, wooded, rocky, hilly and marshy.
Dorh, Md.	Rabbits, Squirrels	3	Monocacy and Potomac Riv.	Bass.	Jan. to Sept.	1.50 to 2.50	1.50	Wooded and hilly.
Dover Park, Md.	Pheasants, Wild Turkeys, Woodcock and Quail.	5 to 7	Deep Creek	Trout	April to Oct.	3.00 to 7.00	1.00	Rocky.
Dunbar, Pa.	Turkeys, Pheasants and Squirrels.	Close.	Yough River	Perch and Carp.	April and May	2.50	1.50	Wooded and hilly.
Farmington, W. Va.	Squirrels, Rabbits and Quail	Close.	Delaware River	Catfish, Sunfish, Perch.	Sept. and Oct.		Moderate.	Partially wooded, heavy with reeds.
Folsom, Pa.	Red and Tail Birds	Close.	Monocacy River	Bass and Carp	June to Oct.	3.00		Rolling.
Frederick Junction, Md.	Deer, Squirrels, Rabbits, Turkeys, Pheasants and Partridges.	1 to 40	South Branch.	Black Bass	June to Oct.			Mostly woods hilly.
French's, W. Va.	Deer, Squirrels, Rabbits, Turkeys, Pheasants and Partridges.	Close.	Wills Creek	Trout and Bass.	June, July, Aug., Fall and Winter	2.00 to 3.00	1.00	Rocky and hilly.
Garret, Pa.	Squirrel, Quail, Turkey	Close.	Potomac and Cacapon Riv.	Black Bass	June to Sept.		.75	Open, wooded, hilly, dry.
Glencoe, Pa.	Squirrel, Pheasant, Rabbit, Turkey.	5 to 6	Potomac River	Black Bass	June to Oct.		1.00 to 2.00	Wooded and hilly, dry.
Great Cacapon, W. Va.	Wild Turkeys and Deer	6 to 7	Potomac River	Black Bass	June to Oct.	3.00	1.00 to 2.50	Open.
Hagerstown, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Partridges.	Close.	Potomac River	Black Bass	June to Oct.	2.00 to 2.50	1.50 to 2.00	Hilly and dry.
Hancock, Md.	Quail, Turkeys, Rabbits and Squirrels	3	Shenandoah and Potomac	Black Bass and Carp	June to Oct.	2.00 to 4.00	2.00	Open and wooded, rocky and hilly.
Harper's Ferry, W. Va.	Quail, Turkeys, Rabbits and Squirrels	Close.	Susquehanna River	Black Bass, Rock, White Mountain Trout	July to Oct.	3.00 and 5.00	2.00	All kinds.
Havre de Grace, Md.	Woodcock, Ducks and Partridges.	15 to 30	Mountain Streams	Black Bass	Jan. to Sept.	3.00 to 5.00		Mountainous.
Keyser, W. Va.	Deer and Wild Turkeys	Close.	Potomac River	Bass	June to Oct.	2.00 to 3.00	2.00	
Knoxville, Md.								

[illegible]

It is lawful to kill Deer in West Virginia from October 15th to December 15th. Pheasants or Ruffed Grouse from October 15th to December 15th; Wild Turkey from September 15th to January 1st; quail or Partridge from November 1st to December 31st; Ducks and Geese from October 1st to April 1st. Bear, Coon, opossum, Squirrel and Rabbit are not affected by law.

\* Where no rates are given, professional guides cannot be obtained. † Direct rail connection to Camden-on-Gauley.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 5 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 536 EX. SUN.	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON .....	7.05	8.30	9.00	10.00	12.30	3.00	4.00	5.05	8.00	11.30	3.00
LV. BALTIMORE, CAMDEN STATION .....	7.55	9.19	9.52	10.50	1.20	3.49	4.48	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION .....	8.00	9.24	9.57	10.54	1.25	3.53	4.52	6.05	9.05	12.44	3.55
AR. PHILADELPHIA .....	10.15	11.27	12.11	12.53	3.29	5.51	7.00	8.19	11.40	3.10	6.00
AR. NEW YORK, LIBERTY STREET .....	12.35	1.40	2.30	3.00	6.00	8.00	9.25	10.40	3.20	5.52	8.30
AR. NEW YORK, WHITEHALL TERMINAL .....	12.40	1.45	2.35	3.05	6.05	8.05	9.30	10.50	-----	-----	8.35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 535 EX. SUN.	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, WHITEHALL TERMINAL .....	12.10	7.55	9.55	11.25	12.55	1.25	3.35	4.55	6.55	12.10
LV. NEW YORK, LIBERTY STREET .....	12.15	8.00	10.00	11.30	1.00	1.30	3.40	5.00	7.00	12.15
LV. PHILADELPHIA .....	7.30	10.26	12.20	1.37	3.08	4.17	5.48	7.26	9.38	3.35
AR. BALTIMORE, MT. ROYAL STATION .....	9.31	12.41	2.26	3.36	5.06	6.51	7.46	9.32	11.48	8.05
AR. BALTIMORE, CAMDEN STATION .....	9.35	12.45	2.30	3.40	5.10	6.55	7.50	9.36	11.50	8.10
AR. WASHINGTON .....	10.35	1.40	3.30	4.30	6.10	7.50	8.40	10.35	12.50	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, WHITEHALL TERMINAL .....	9.55 AM	12.55 PM	N 1.25 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV. NEW YORK, LIBERTY STREET .....	10.00 AM	1.00 PM	N 1.30 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV. PHILADELPHIA .....	12.20 PM	3.08 PM	N 4.17 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
LV. BALTIMORE, MT. ROYAL STATION .....	2.25 PM	5.05 PM	6.51 PM	11.46 PM	9.31 AM	8.50 AM	11.46 PM	-----
LV. BALTIMORE, CAMDEN STATION .....	2.40 PM	5.20 PM	7.20 PM	12.00 NT	9.40 AM	9.00 AM	12.00 NT	-----
LV. WASHINGTON .....	3.45 PM	6.20 PM	8.30 PM	1.10 AM	10.45 AM	10.05 AM	1.00 AM	-----
AR. PITTSBURG .....	-----	-----	6.10 AM	-----	7.40 PM	-----	9.15 AM	LV 3.30 PM
AR. CLEVELAND .....	-----	-----	-----	-----	-----	-----	-----	9.35 PM
AR. WHEELING .....	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM
AR. COLUMBUS .....	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM
AR. TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
AR. OHIOAGO .....	5.55 PM	7.30 PM	-----	7.23 AM	9.30 AM	12.00 NN	-----	6.50 AM
AR. CINCINNATI .....	8.00 AM	-----	-----	6.35 PM	-----	2.35 AM	-----	-----
AR. INDIANAPOLIS .....	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
AR. LOUISVILLE .....	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----
AR. ST. LOUIS .....	5.50 PM	-----	-----	7.28 AM	-----	1.30 PM	-----	-----
AR. CHATTANOOGA .....	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
AR. MEMPHIS .....	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
AR. NEW ORLEANS .....	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

Through Pullman Sleepers to all points. N On Sunday connection is made by Train No. 507.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY
LV. OHIOAGO .....	* 8.30 AM	2.45 AM	3.30 PM	10.10 AM	-----	-----	8.00 PM	7.00 PM
LV. TOLEDO .....	-----	-----	-----	7.15 PM	-----	-----	-----	-----
LV. COLUMBUS .....	-----	-----	-----	12.20 AM	-----	-----	-----	11.00 AM
LV. WHEELING .....	-----	-----	11.30 PM	-----	-----	-----	-----	-----
LV. CLEVELAND .....	-----	-----	8.00 AM	-----	9.45 PM	6.30 PM	1.20 PM	-----
LV. PITTSBURG .....	-----	-----	-----	-----	-----	8.05 PM	-----	-----
LV. ST. LOUIS .....	* 8.40 AM	2.05 AM	-----	-----	-----	2.30 AM	-----	-----
LV. LOUISVILLE .....	2.00 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. INDIANAPOLIS .....	* 2.45 PM	8.05 AM	-----	-----	-----	8.00 AM	-----	-----
LV. CINCINNATI .....	* 6.10 PM	12.15 PM	-----	-----	-----	8.55 AM	-----	-----
LV. NEW ORLEANS .....	-----	7.30 PM	-----	-----	-----	8.15 PM	-----	-----
LV. MEMPHIS .....	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
LV. CHATTANOOGA .....	-----	6.41 AM	4.50 PM	12.05 NN	5.55 AM	2.46 AM	11.05 PM	11.05 PM
AR. WASHINGTON .....	12.20 PM	7.50 AM	5.53 PM	1.15 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR. BALTIMORE, CAMDEN STATION .....	1.25 PM	8.00 AM	6.05 PM	1.25 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR. BALTIMORE, MT. ROYAL STATION .....	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR. PHILADELPHIA .....	6.00 PM	12.35 PM	10.40 PM	6.00 PM	12.35 PM	8.30 AM	5.52 AM	6.52 AM
AR. NEW YORK, LIBERTY STREET .....	6.05 PM	12.40 PM	10.50 PM	6.05 PM	12.40 PM	8.35 AM	-----	-----
AR. NEW YORK, WHITEHALL TERMINAL .....	-----	-----	-----	-----	-----	-----	-----	-----

Through Pullman Sleepers from all points. \* Daily. + Daily, except Sunday

(Subject to changes in effect May 18, 1902.)

## THROUGH PULLMAN PALACE CAR SERVICE.

### UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

#### EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
**No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 526.** Buffet Parlor Car Washington to New York.  
**No. 522.** Parlor Car, Dining Car, table d'hôte, Baltimore to New York.  
**No. 528.** Five Hour Train. Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to New York. No extra fare other than regular Pullman charge.  
**No. 536.** Buffet Parlor Car Washington to New York.  
**No. 506.** Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York.

#### WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
**No. 517.** Buffet Parlor Car New York to Washington.  
**No. 501.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
**No. 527. Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 507.** Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.  
**No. 535.** Parlor Car New York to Washington.  
**No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor Cars and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
**No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 503.** Buffet Drawing Room Car New York to Washington.  
**No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

#### WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Pullman Drawing Room Car Cincinnati to Louisville.  
**No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
**No. 9.** Drawing Room Sleeping Car Baltimore to Pittsburg and Sleeping Car Washington to Pittsburg. Dining Car Philadelphia to Baltimore.  
**No. 3.** Drawing Room Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Parkersburg. Buffet serves supper; Dining Cars serve balance of meals.  
**No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.  
**No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
**No. 47.** Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago.  
**No. 53.** Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

#### EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
**No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.  
**No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Cars Pittsburg to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
**No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
**No. 10.** Sleeping Car Pittsburg to Washington and Drawing Room Sleeping Car Pittsburg to Baltimore. Dining Car Washington to Philadelphia.  
**No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville.  
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And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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**BUTLER, PA.**, W. M. TURNER, Ticket Agent.  
**CANTON, OHIO**, S. S. C. MCGREW, Ticket Agent.  
**CHESTER, PA.**, A. M. D. MULLINIX, Passenger and Ticket Agent.  
**CHICAGO**, 211 Clark Street, Grand Pacific Hotel, W. W. PICKING, General Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan and Trust Bldg., C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.  
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**CINCINNATI, OHIO**, 4th and Vine Streets, J. B. SCOTT, District Passenger Agent, B. & O. S.-W. C. H. WISEMAN, City Ticket Agent, B. & O. S.-W. Central Union Station, ORIN B. MCCARTY, Passenger Agent, B. & O. S.-W., E. REISING, Station Passenger Agent, W. M. BROWN, Depot Ticket Agent.  
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THE DINING CAR

An Exclusively Pullman  
Train, Vestibuled throughout  
with Buffet Smoking,  
Parlor and Observation Cars.  
Unexcelled Dining and Cafe  
Car Service.



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THE OBSERVATION BUFFET CAR

Runs every day between  
New York, Philadelphia,  
Baltimore and Washington  
in five hours. No extra  
fare other than regular  
Pullman charge.



# CONGRESS IN SESSION

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED FROM

**BOSTON AND NEW YORK**

TO

**WASHINGTON**

LEAVING BOSTON

\*May 9, 1902  
\*October 23, 1902

**\$25**  
Boston

**\$18**  
New York

COVERS EVERY EXPENSE: EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

\*On account of the usual advance in rates by the Fall River Line on May 1st, price of tickets from Boston for the tour of May 9th and October 23d will be \$27.

## Royal Blue Line

### LAST POPULAR.... TOUR THREE DAY

FROM

**NEW YORK and PHILADELPHIA**

AND INTERMEDIATE POINTS TO

**Washington**

PERSONALLY CONDUCTED  
ALL EXPENSES INCLUDED

**\$12 From NEW YORK**  
**\$9 From PHILADELPHIA**

May 8, 1902

COVERS EVERY EXPENSE: INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

## Royal Blue Line

### LAST PERSONALLY CONDUCTED TOUR

ALL EXPENSES INCLUDED FROM

**Boston, New York, Philadelphia,  
Chester, Wilmington and Baltimore**

TO

**Washington  
Richmond  
AND  
Old Point Comfort**

ON SATURDAY

May 10, 1902

LEAVE BOSTON ON FRIDAYS PRECEDING

Write for Pamphlet Covering Details

## Royal Blue Line

### PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED TO THE

**Battlefield of Gettysburg  
and Washington**

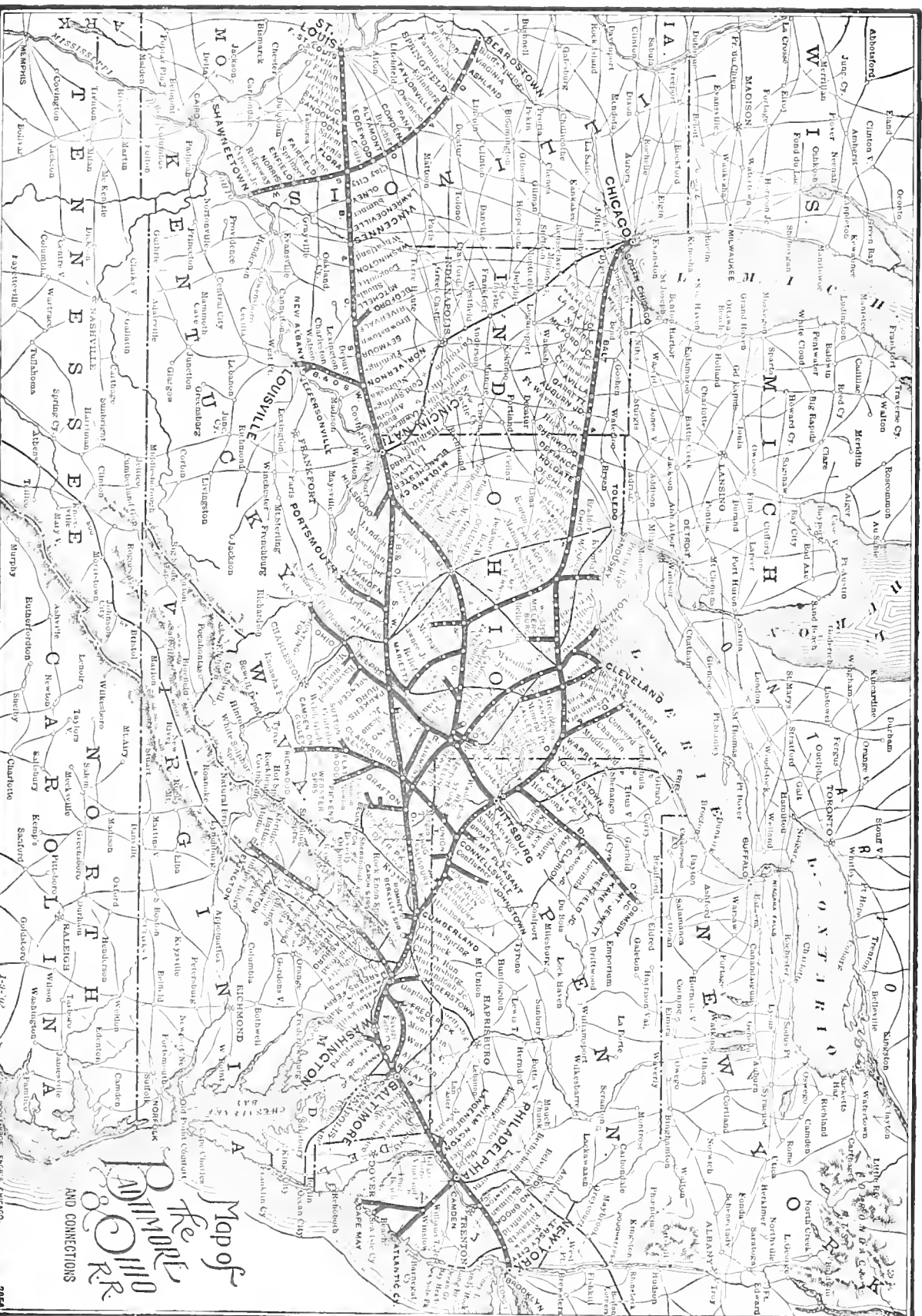
FROM BOSTON MONDAY, MAY 26, AND  
FRIDAY, SEPTEMBER 12, 1902  
FROM NEW YORK AND PHILADELPHIA  
TUESDAY, MAY 27, AND SATURDAY  
SEPTEMBER 13, 1902

**\$32 From BOSTON . . .**  
EXCEPT SUPPER ON FALL RIVER STEAMER  
**\$22 From NEW YORK .**  
**\$19 From PHILADELPHIA**

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Map of  
the  
PACIFIC  
AND CONNECTIONS

1-27-02

# Baltimore & Ohio R.R.

## EAST AND WEST



CALENDAR - 1902



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	1	2	3	4	2	3	4	5	6	7	1	2	3	4	5	6	7	8	6	7	1	2	3	4	5
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29	27	28	29	30			
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	1	2
11	12	13	14	15	16	17	8	9	10	11	12	13	14	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31			24	25	26	27	28	29	30
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			

### ROYAL BLUE TRAINS

D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

B.N. AUSTIN,  
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DEER PARK, MARYLAND



## Most Delightful Summer Resort of the Alleghanies

**S**WEPT by mountain breezes, 2,800 feet above sea level. Absolutely free from malaria, hay fever and mosquitoes. Reached without change of cars from all principal cities via Baltimore & Ohio Railroad. Every modern convenience. Rooms en suite with private baths. Electric Lights, Long Distance Telephone, Elevators, Turkish Baths, Swimming Pools, Golf Links, Tennis Courts, Bowling Alleys, Billiard Room, Magnificent Drives, Complete Livery Service, Annapolis Naval Academy Band. Hotel remodeled with additional conveniences and renovated throughout. All cottages have been taken for the season. Open from June 21st to September 30th.

For rates and information address

**W. E. BURWELL, Manager,**  
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# BULLETIN OF CONVENTIONS

Held in Various Portions of the United States  
for which Special Rates will be in Effect via

## BALTIMORE & OHIO RAILROAD

DENVER, COLO.—Sunday School International Association Triennial Convention, June 26-July 2. One fare for the round trip to Denver, Colorado Springs or Pueblo, Colo. Tickets good going June 21 to 23, good to return to August 31, inclusive.

DENVER, COLO.—Biennial Meeting Ancient Order Hibernians in America, July 15-22. One fare for the round trip to Denver, Colorado Springs or Pueblo, Colo. Tickets good going July 10 to 12, valid for return to August 31, inclusive.

DENVER, COLO.—National Fraternal Congress, August 26-30. One fare for the round trip to Denver, Colorado Springs or Pueblo, Colo. Tickets good going August 22 and 23, good returning until September 30, inclusive.

DENVER, COLO.—National Association of Letter Carriers, September 1-6. One fare for the round trip to Denver, Colorado Springs or Pueblo, Colo. Tickets good going August 29 to 31, good returning until September 30, inclusive.

MINNEAPOLIS, MINN.—National Educational Association, July 7-11. One fare plus \$2.00 for the round trip. Tickets on sale July 4 to 6, good returning leaving Minneapolis not earlier than July 8 nor later than July 14. By deposit of ticket with Joint Agent not earlier than July 8 nor later than July 14 and payment of fee of fifty cents an extension of return limit may be secured to leave Minneapolis to and including September 1.

MOUNTAIN LAKE PARK, MD.—Y. M. C. A. Secretaries of N. A. Biennial Conference, June 11-15. Tickets on sale June 9 and 10, valid for return to June 17, inclusive.

SALT LAKE CITY, UTAH.—Grand Lodge B. P. O. E., August 12-14. One fare for the round trip to Chicago or St. Louis added to fares authorized therefrom. Tickets on sale August 6 to 8, valid for return until September 30, inclusive.

SAN FRANCISCO, CAL.—Imperial Council, Nobles of Mystic Shrine. Very low rates. Tickets on sale May 26-June 7, valid for return within sixty (60) days from date of sale, when properly executed and on payment of fifty cents at time of execution.

SAN FRANCISCO, CAL.—Biennial Meeting Knights of Pythias, August 12-14. One fare to Chicago plus \$50.00 for the round trip. Tickets on sale August 1 to 7, valid for return to September 30, inclusive.

WASHINGTON, D. C.—National Encampment, G. A. R., October 6-11. One fare for the round trip. Tickets good going October 4 to 7, valid for return until October 14. By deposit of ticket with Joint Agent at Washington and payment of fee of fifty cents, extension of return limit may be secured to November 3.

# The Baltimore & Ohio Railroad

## AND THE CIVIL WAR

### 1861=65

It was the first and most desirable point of vantage coveted by both the Federal and Confederate armies. In May, 1861, the four Federal advance columns concentrated at Parkersburg, W. Va., Wheeling, W. Va., Harper's Ferry, W. Va., and at Washington. To retain the advantage, the Federal government established block-houses along the railroad from the Monocacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont and New Creek, Keyser. The B. & O. was the base of operations for the Federal army for nearly four years and from which the government could not take advance any earlier than November, 1861. The B. & O. was the means of communication between the West and the Army of the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first famed through the famous attempt of John Brown, in defying the laws and customs of his country, was captured or recaptured eight times in three years. The government arsenal and armories which were located there, were destroyed by the government to prevent their capture. ONE HUNDRED AND SEVENTY-NINE BATTLES OF GREATER OR LESS IMPORTANCE WERE FIGHTEN OR ADJACENT TO THE BALTIMORE & OHIO RAILROAD, not taking into consideration the innumerable skirmishes.

### Harper's Ferry, the Gate to the Shenandoah Valley

Where the three states of Virginia, West Virginia and Maryland come together, where the Potomac and Shenandoah rivers unite, where the towering steep-sides of the Blue Ridge end abruptly, crowning upon the heights of Maryland and Bolly in Heights in West Virginia, lies the quaint historic town of Harper's Ferry. John Brown fortified it in blood in 1859, when he captured the town and the U. S. Arsenal and made his final and fatal stand in the engine house, known afterwards as John Brown's fort, alongside the Baltimore & Ohio Railroad. A plain shaft, simply inscribed, now marks the location.

Again in 1861, grim Visaged war seized the village and held it tight in its grasp for nearly four years. The deeds that were done, and the tales that are told concerning Harper's Ferry, fill volumes.

The heights at Harper's Ferry guarded the Shenandoah Valley. It was a most important stronghold to be desired when some great campaign was planned by either army.

From Harper's Ferry the Shenandoah Division of the Baltimore & Ohio R. R. extends southward to Charlestown, Winchester, Harrisonburg and Lexington. Battlefields surround the village in all directions.

### One Hundred and Seventy-nine Battles were Fought On or Adjacent to the Baltimore & Ohio Railroad

### The Potomac River, Indelibly Linked With the Fortunes of War

"All quiet along the Potomac to-night."

Except now and then a stray picket

Is shot, as he walks on his beat to and fro,

By a rifleman and in the thicket."

But it was not always quiet along the Potomac. For four long weary years the valley through which the river winds, and which now is a dream of peace and prosperity, was hotly contested ground for the great armies of the North and South.

The Baltimore & Ohio Railroad follows the famous stream for nearly one hundred and fifty miles from Piedmont, W. Va., to Washington Junction, Maryland, and both river and railroad were crossed and recrossed time and again, by the contending armies. The battles of Antietam, South Mountain, Monocacy and Gettysburg were all fought north of the main line of the B. & O. Harper's Ferry picturesque and beautiful, lies on the sharp northeastern point of West Virginia, whose rock bound sides guide the gentle Shenandoah to its confluence with the Potomac.

### The Shenandoah Valley, the "Valley of Dispute," "Sheridan's Ride"

The beautiful valley of the Shenandoah, known in the army as the "Valley of Dispute," suffered more than any one section of country. A branch of the Baltimore & Ohio Railroad extends southward through it from Harper's Ferry to Strasburg and from Harrisonburg to Lexington, with the Southern Railway forming the connecting link. The Blue Ridge on the east and the Shenandoah Mountains on the west, echoed with the roar of artillery and the crack of musketry almost continually during '61, '62 and '63.

Baldtown, Charlestown, Summit Point, Winchester, Opequon, Kernstown, Middletown, Cedar Creek, Strasburg, Fisher's Hill, Woodstock, Mt. Jackson, New Market, Harrisonburg, Cross Keys, Staunton and Lexington, following each other consecutively down the road, were battle-stained over and over.

Winchester suffered the most. Cedar Creek was perhaps the fiercest, where Sheridan became immortalized in history for his famous ride from Winchester.

## 36th Annual Encampment G. A. R.

### Washington, D. C., October 6-11, 1902





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# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, JUNE, 1902.

No. 9.

## THE LOUISIANA PURCHASE EXPOSITION TO DATE.

BY an amendment to the sundry civil bill, which carries a further appropriation of \$1,048,000 for the Government building and exhibits, Congress has postponed the Louisiana Purchase Exposition for one year, making May 1, 1904, the opening date.

This action was made necessary for various reasons, the principal of which were the inability of various foreign countries to prepare their exhibits on a scale commensurate with their desires and the magnitude of the exposition enterprise, also the inability of our own government to obtain material for the construction of the Government building in time for the opening of the exposition, May 1, 1903. It became known in Washington that this date was an obstacle to the participation of important foreign governments; that exhibitors generally, at home and abroad, desired more time for preparation, and that a year's postponement would give the world a far grander exposition. Letters from prominent men, diplomats and exposition commissioners in foreign lands earnestly advised postponement, while art and trade associations announced their wishes to the same effect.

In view of this pressure for more time, President Carter of the National Commission, on May 1, wired President Francis a suggestion that for reasons stated, Congress and the Government would favor a postponement with the consent of the Exposition Company, and advising that the views of the latter on the subject should be communicated through him to the Secretary of State. After a hurried consultation with the executive committee and the directors, President Francis wired the company's consent to a postponement of one

year. The next day this correspondence was transmitted to Congress through Secretary Hay, and the provision for postponement was incorporated by unanimous consent in the pending sundry civil bill.

The company was eager to show the world that its plans, resources and working organization could surpass all former feats of construction and get the grounds and buildings ready on time, but it preferred the results to be attained by giving the world more time for creditable participation, and the unanimity with which press and public have everywhere approved this action, shows that the time limit was the only recognized obstacle to the complete and brilliant success now universally anticipated. Of course the postponement sets a higher standard of achievement for all departments, and the work is now progressing with increased energy in all departments.

The first of May the various bureaux were all removed to the fine new Washington University buildings included in the World's Fair site. Seven of these spacious and imposing structures have been recently completed at a cost of nearly \$1,000,000, and three more of the same group are under contract to be completed by March 30, 1903, at a cost of \$525,000. The windows of these new offices overlook the 400 acres of cleared ground now covered by armies of graders, ditchers, sewer makers and water pipe layers, with their teams, traction engines and steam excavators, while other armies are rapidly rearing the frames of the four huge exposition buildings; the Varied Industries, the Textiles, the Electricity and the Machinery, already under contract to be finished within seven months. The fourteen buildings referred to cover a

ground space of more than forty-four acres, and the letting of others of these vast structures will soon be announced. Other big and important contracts have been let for power plants and electric connections.

From all parts of the world every mail brings reports of increased interest and progress in the preparations for participation on a grand scale. The following are some of the reports received from World's Fair commissioners and other prominent men, at home and abroad, regarding the postponement and progress of the various expected exhibits:

Mr. Thomas W. Cridler, World's Fair Commissioner to Europe, returning to St. Louis on May 5, fresh from conferences with the diplomatic agents of foreign governments, declares that the delay of a year

Gives promise of foreign participation in the exposition on a broad, liberal and grand scale. It will make foreign work everywhere easier and is its own best argument in presenting the whole question to the several foreign powers whose friendly disposition has been manifested in many ways.

Mr. James E. Smith, member of the Louisiana Purchase Exposition Company's board of directors, who is traveling the Orient and acting as honorary commissioner for the fair, was the guest of honor at a dinner recently given in Tokio, Japan, by the leading manufacturers of that city. In a letter to President Francis, Mr. Smith says:

The manufacturers, exporters and artists are now forming an organization and I am sure they will have at least 300 members. I now have hopes of being able to secure an entirely satisfactory exhibit from Japan, and since it has been decided to postpone our fair, I am sure that the full participation of the Japanese Government can be secured.

In a letter from the resident representative of the exposition at Paris, the following statement is made:

It is a conservative statement to say that at the present time, information and interest in France regarding the exposition is universal, and the capacity of my small office is severely taxed at times to attend to the people asking for different kinds of information.

Advices have also been received that no effort will be spared to make the exhibit of French technical and industrial education worthy of the great plans of this exposition, and the St. Louis authorities have been assured of the personal interest and co-operation of the French Ministry of Commerce to secure this result.

Through Ambassador White's special

efforts there is a fine prospect of securing a great educational exhibit from Germany.

The World's Fair representative in England reports that for the present, the South African war and the coronation overshadow the interest of the British public in the exposition, but in view of the postponement, is confident that a large appropriation will be made by the British Government for the representation of that country at the fair.

Advices from Cuba and our South American neighbors indicate they are much interested in the exposition and are ready to take up officially the matter of local representation at the World's Fair.

Mr. Thos. M. Moore, Chief of the Department of Machinery, has just returned from a six weeks' trip, having visited nearly every prominent city in the United States, and says every manufacturer of machinery he talked with, and he met a great many, expressed a desire to have an exhibit at the fair. Remarkable progress has been made in machinery since the Chicago World's Fair, and Mr. Moore predicts that the display of Machinery at the exposition will be as far superior to that of the Columbian Exposition as the latter was superior to the finest machinery exhibit ever before made.

Substantial progress has been made by the Department of Electricity and Professor Goldsborough, Chief of the Department of Electrical Exhibits, says: "At every point the representatives of the department have been met with hearty assurances of support, and the electrical manufacturers are already at work specifically planning their exhibits."

The comments of the press in all quarters of the Union on the postponement of the World's Fair indicate that public opinion was practically unanimous in regarding the time as too short and in desiring that another year should be devoted to the work of making the Louisiana Purchase Exposition surpass all others.

President Francis has determined that the postponement of the World's Fair shall not lead to any slackening of energy in the work of preparation for the great exposition. He holds a "Cabinet meeting" in his office every morning, which is attended by the secretary and the division directors in charge of the grand divisions of executive work, who in turn hold frequent meetings with the chiefs of the departments in their respective divisions.

## MY FLOWERS.

BY THOMAS CALVER.

WHAT care I for riches, or honors, or fame -  
The prizes of most of humanity's aim -  
When pleasures most sweet I enjoy by the hour,  
Bewitched by the smile of a beautiful flower!  
No glamour of glory, no paean of praise,  
No sumptuous sheen of bright gold's luring rays,  
Can lighten the heart and the senses beguile  
With rapturous bliss like the flower's witching wile.

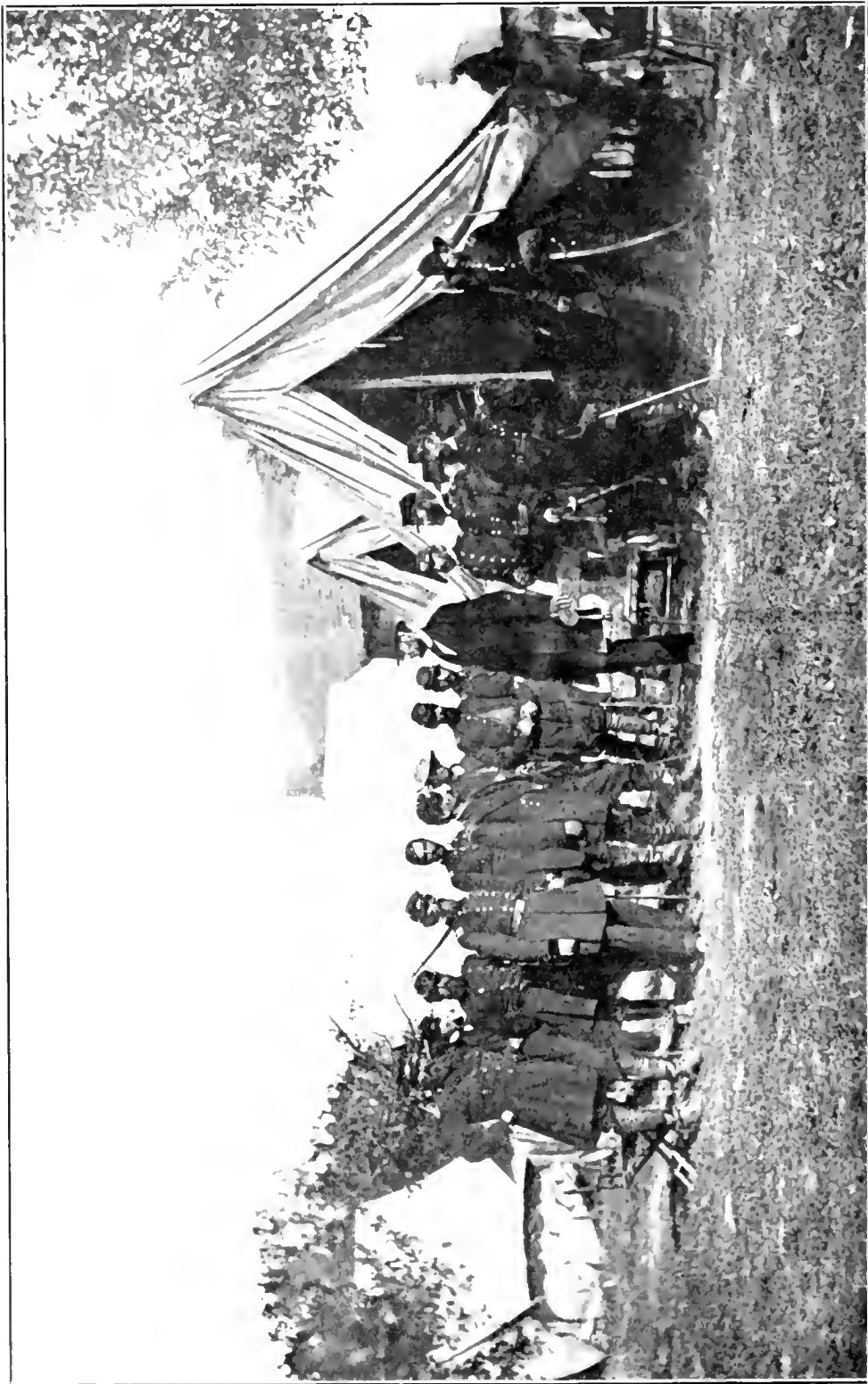
When dewy the morn, in the sun's early ray  
The flowers wear their diamonds to welcome the day;  
And where is the queen whose rich gems can compare  
With those that the blossoms so modestly wear?  
The dewdrop that shines in the heart of a rose  
The tints of the rainbow more brilliantly shows,  
As, glowing, the light in its bosom sinks down,  
Than jewels most rare in a necklace or crown.

The incense of roses, the lily's sweet balm,  
That hallow the air in the eve's stilly calm,  
The homage of love to their lovers convey  
And senses and soul to pure ecstasy sway.  
The clematis sends, through the soft summer night,  
Its blessing so welcome, to charm and delight;  
Its blooms to the zephyrs a fragrance impart  
That weaves its green tendrils entwined round the heart.

The violet sweetness in modesty breathes;  
The jessamine enchants as it fragrantly wreathes;  
The pansy's most touching and eloquent face  
Invites a caress of its beauty and grace.  
The various blooms of the garden have all  
A power that with pleasure the heart can enthral;  
And Art's best of triumphs but distinctly hints  
At Flora's fair forms and her glorious tints.

When autumn is come and the leaves feebly fall  
And cover the ground like a funeral pall,  
I sigh for my flowers and they bravely respond,  
In beauties the summer-time's glories beyond.  
When winter draws nigh, with his ominous breath,  
And threatens them all with destruction and death,  
What pleasure I find as I take up their fight  
And hide them and cover them, safe from his blight.

They say to my soul that it, too, must cast down  
The deckings of life in grim death's wintry frown.  
And when they burst forth beneath spring's sunny skies,  
They say that I, too, to new life shall arise.  
When summer-time brings them their grandest of bloom,  
That tell of the life only reached by the tomb  
Its beauty and sweetness beyond all compare  
And oh, I well know I shall find them all there!



PRESIDENT LINCOLN, CONFERRING WITH GENERAL MCCLELLAN, AT THE BATTLEFIELD OF ANTIETAM, OCTOBER, 1862. HE WAS ACCOMPANIED BY  
GENERAL MCCLERNAND, JOHN W. GARRETT, PRESIDENT B. A. R., AND OTHERS.  
From photograph by permission of War Department.

## WHY MCCLELLAN FAILED AS A LEADER OF THE UNION ARMY.

BY COL. ALEXANDER K. M'CLURE IN CHICAGO INTER OCEAN.

THE two Union commanders of our civil war whose military achievements have been most discussed at home and abroad were Generals Grant and McClellan. Their qualities were discussed in all the heat of partisan devotion among military men and recklessly criticised in the political conflicts of the country during the war, and for some years thereafter, as both became national political leaders as candidates of their respective parties for the Presidency. From the time that McClellan was called to the command of the Army of the Potomac until the close of the war public discussion of his qualities as a military leader was constant, and usually exhibited all the violence of partisan disputation. It was claimed by his friends that he was the ablest and in all respects the most accomplished soldier of the army, and would have won the restoration of the Union with much less sacrifice of life and treasure than was made by those who succeeded him. President Lincoln was severely criticised by McClellan's friends because, as they claimed, the President had failed to sustain McClellan in his campaigns, and thereby made the administration responsible for his failures. Those who criticised McClellan's military record believed and declared that he was heartily supported by the President, and that his failure as a military commander was the result of his own lack of aggressive qualities. Grant, on the other hand, was discussed by the friends of McClellan as a reckless military leader, who won his victories by wanton sacrifice of the lives of his soldiers, while the friends of the administration heartily sustained Grant because he met the hunger cry of the nation for battle and victory.

Both of these two military leaders rendered a very high measure of service to the cause of the Union, and each stood out single and pre-eminent from all the other Union generals in the particular qualities which each possessed. They were entirely unlike in purpose and methods as military commanders. Grant was the most aggressive of all the generals who led the Union army in the field, while McClellan was a most accomplished organizer of armies, and

the best defensive commander in all the long list of Union officers whose stars brightened or paled during the bloody struggle. Grant never fought but one defensive battle, and in that he was defeated and lost his command. This was at Shiloh, where he had taken position without expecting immediate attack and was awaiting the arrival of Buell, when General Sidney Johnson hurled an overwhelming force against Grant and drove Grant's army from the field to the line of the river, but Johnson fell in the conflict and Buell arrived with re-enforcements in the evening. He promptly made his dispositions to resume the battle aggressively at daylight, and Grant was then in his favorite attitude as a fighter, and routed Beauregard before the close of the day; but Halleck was ordered to the field and relieved Grant of command.

McClellan never fought but one aggressive battle, and that was at Antietam, where he should have fought one day earlier, and thereby would have met Lee with nearly one-third of his army under Jackson away from the field. By that one day's delay Jackson reached the field and fought McClellan with the sixty or more guns he had captured with some 10,000 men at Harper's Ferry. Grant was the ablest and boldest of all our aggressive generals, while McClellan was the ablest and the most cautious of all our military commanders, and avoided aggressive warfare unless invited by a special advantage.

The military records of Grant and McClellan have been carefully studied by the people of the country and by military men abroad. They stand out distinctly as the great military men of our civil conflict, representing two entirely different systems of warfare. It would have been impossible to transform Grant into a defensive general, and it would have been equally impossible to transform McClellan into an aggressive general. Had our condition been such as to require the severe husbanding of resources and avoiding battle excepting when special opportunity for success was presented, McClellan would have been much the greater of the two for

the Union cause. He was a most accomplished strategist and a thoroughly trained soldier; one whose personal courage could not be questioned, and his loyalty to his cause was such that if in the line of his duty his life had been demanded for the safety of his government it would have been freely given. He was one of the purest, most lovable of men, and not one of our generals approached him as an organizer of armies. No one but McClellan could have created the Army of the Potomac and fitted it for the field in a few months in the fall of 1861, and the impress of his discipline and thorough training was plainly manifested in every struggle the Army of the Potomac had until it was crowned with final victory at Appomattox.

McClellan was universally beloved by his soldiers, and in all the many changes made in the Army of the Potomac no one ever commanded the affection of the rank and file as he did, and when the army was driven in confusion by the second battle of Bull Run into the intrenchments at Washington, no other one of our generals could have taken it in hand and at once restored its order and discipline and marched it to battle at Antietam. The chief secret of the devotion of the army to McClellan was the absolute confidence of the men that he would not plunge them into needless sacrifice. The battle of Antietam was one of the boldest conflicts of the war, but no part of the army ever hesitated for a moment to go into the deadliest strife when they knew it was McClellan's order. Had Grant commanded at Antietam he would have fought the battle a day earlier than McClellan did, and the fighting would not have stopped until Lee had escaped across the Potomac with the shattered remnants of his army.

It was McClellan's misfortune that the conditions under which the government was placed in our civil war demanded different methods of warfare and greater sacrifices of life than he was prepared to accept. He would have been a great Confederate general, where defensive warfare was a necessity, and where battle should be given only where the superior numbers of the enemy were neutralized by conditions. Had he been in command the bloody and fruitless charges made by Grant at Vicksburg and Cold Harbor, by Sherman at Kenesaw Mountain, and by Burnside at Fredericksburg would have been unknown in the his-

tory of the war. He was a tireless student of everything relating to war, and he planned and fought every battle strictly in accord with the theories of military text books. His birth and training were alike against the development of aggressive methods. He was born to fortune, reared in luxury, and had little of that attrition with the world that fits youth for development into aggressive men. Had he been a barefoot alley boy, trained to tag and marbles and jostling his way in the world, his splendid abilities, with the opportunity he had for military culture, would have made him more reliant upon himself and less dependent upon military theories. McClellan was more distinctly a defensive general than any of the leading military men on either side of our civil war, and he would doubtless have achieved eminent success if he had been in command of the Confederate army; but the Union army required just the opposite qualities in its military men. They were compelled to fight aggressively, and in such a war only aggressive generals could achieve great success.

President Lincoln has been severely censured by the friends of McClellan as responsible for McClellan's failure in his Peninsula campaign, and most of them yet believe that Lincoln did not give a faithful support to McClellan in his military movements. This imputation upon Lincoln I know to be unwarranted. I many times heard him discuss McClellan, and I am sure that McClellan himself was not more anxious for success in his Richmond campaign than was Lincoln. He had become impatient with McClellan because of his failure to move upon Manassas in the late fall of 1861, when the roads were exceptionally fine, and he finally reluctantly yielded to McClellan's plan of attacking Richmond by the peninsula. Public and political pressure against McClellan had become very strong, and a majority of the Cabinet officers had lost all confidence in him as a commander and desired his removal, but Lincoln refused to entertain the question. He yielded to the opposition to McClellan on March 11, 1862, to the extent of practically removing McClellan as commander-in-chief and limiting his command to the army of the Potomac. As McClellan was in the field, he had little opportunity to study military conditions in other departments, which furnished a plausible excuse for limiting his authority; but I speak advisedly when I say that Lincoln most

sincerely hoped that McClellan would make a successful campaign, capture Richmond and thus prove his just claim to be restored as commander-in-chief.

Had his campaign been successful Lincoln would surely have restored McClellan. He did not fill the position until exactly four months after McClellan had been removed from it, and then he did it under great provocation. Lincoln visited McClellan at his headquarters on the James after the Seven Days' battles, and a week or more after McClellan, in a communication to Secretary Stanton said: "If I save this army now I tell you plainly that I owe no thanks to you or to any other person in Washington. You have done your best to sacrifice this army." Any other President than Lincoln would have dismissed a general who thus accused the President and the Secretary of War, but Lincoln never yielded to resentment. When he visited McClellan on the James, McClellan handed him an elaborate letter severely criticising both the military and the political policy of the administration. This letter was delivered to the President in person by McClellan, and the President read it, placed it in his pocket, and made no reference to it whatever; but four days thereafter, when the position had been vacated for precisely four months, Lincoln appointed Halleck as commander-in-chief.

When the armies of Pope and McClellan were driven into the intrenchments at Washington after the second battle of Bull Run, Lincoln well understood that McClellan was the most accomplished defensive general in the army, and in disregard of the views of every member of his Cabinet, he personally visited McClellan at his home and asked him to take command of the defenses at Washington, which placed McClellan again in command of the army. That was just an occasion for McClellan's best qualities to be exhibited to the best advantage. His restoration to command speedily brought order out of chaos in the army, and Washington was safe from the hour that he was in charge of its defense. When Lee crossed into Maryland McClellan waited for orders, but received none; Lincoln issued no orders, for the reason that he preferred that McClellan should follow Lee without any special orders from the government, and McClellan did so. After the battle of Antietam Lincoln was again very much discouraged by McClellan's failure to advance into Virginia, and the many letters

he wrote to him, which have been given to the public, show how sincerely desirous he was to aid McClellan to victory. Lincoln finally reached the point that he believed it necessary to relieve McClellan of command, and he did it only after long hesitation and earnest appeals, pointing out strategic movements which should be accepted, with the distinctness of a thoroughly trained military officer, and McClellan's military career ended on the 5th of November, 1862, when he was ordered to report at Trenton for further orders, and was never again recalled to a command.

In the spring of 1863 Hooker suffered a most humiliating defeat at Chancellorsville, and the army of the Potomac had little to inspire it with hope of victory. It had been defeated on the peninsula; it had been defeated at the second Bull Run; it had a drawn battle at Antietam; it had been defeated at Fredericksburg, and defeated at Chancellorsville. It had not a single decisive victory to its credit. Lee concentrated the largest army that ever marched under the stars and bars, and moved into Pennsylvania, where the decisive battle of the war was fought at Gettysburg. There was universal consternation in southern Pennsylvania east of the mountains. Lee's army penetrated Chambersburg with incursions to Carlisle and York, while Hooker's army was spread across Maryland, with Fredericksburg as a center, extending its line nearly thirty miles, to be prepared for Lee if he moved down the Cumberland valley to Baltimore and Washington, or if he moved directly upon Washington on the line of the Potomac.

Three days before the battle of Gettysburg Hooker resigned, and Meade was appointed to succeed him. I was at Harrisburg in charge of the military department, and we were for days after Lee entered Pennsylvania without any definite information as to the positions of the two armies. Philadelphia was naturally apprehensive that Lee might move directly upon the city, and telegrams, letters, and committees pressed upon Governor Curtin to call for the restoration of McClellan to the command of the army. Outside of mere partisan political circles the sentiment of the people of Philadelphia was strongly in favor of restoring McClellan to the command, and the business interests were most importunate on the subject. I was sent by Governor Curtin to Philadelphia to confer

with a number of prominent men on the subject, and after a conference with a large number of prominent business men, among whom were Mayor Henry, President Thomson and Vice-President Scott of the Pennsylvania Railroad, I sent a dispatch to Lincoln expressing the views of the business interests of the city, and earnestly urging that McClellan be placed in command of the army. I did so because I knew that the army was discouraged and somewhat demoralized by a succession of defeats; that McClellan would inspire more confidence among the soldiers than any other commander, and because I believed that McClellan was the most accomplished and skillful defensive general of the entire army. Lincoln promptly sent the following dispatch in reply:

WAR DEPARTMENT, *l*  
Washington, D. C., June 30, 1863. *v*

A. K. McCLELLAN, Philadelphia:

Do we gain anything by opening one leak to stop another? Do we gain anything by quieting one clamor merely to open another and probably a larger one?

A. LINCOLN.

The answer was quaint but conclusive. Lincoln doubtless knew much better than I did the obstacles to McClellan's restoration to command, the chief of which was that McClellan had then become an important political factor, and, however willing Lincoln might have been to intrust the command of the army to McClellan at Gettysburg, he could not have made the assignment without an open rupture with the Cabinet and Congress. I then believed, and I now believe, that no man in our army would have met Lee with greater skill than McClellan had he been placed in command, but the battle would not have been fought at Gettysburg. He would have held his army as compactly in hand as possible, and never would have allowed the battle to begin when it required two days of hard marching to get the entire army on the field. Meade adopted the better method, as the result proved, but McClellan would have adopted the safer method, and, being on the defensive, could have chosen his battlefield.

No man could command an army in action with greater precision than McClellan. I stood by his side when he fought the battle of Antietam, and all went well without confusion until the crucial test came that required McClellan to depart from the line of extreme caution. I saw

two of Burnside's aids at different times dash up to headquarters on foaming steeds, and present earnest appeals for re-enforcements, that would have required nearly or quite one-half of the reserve to go into action, and, after long and painful hesitation, he refused. He fought that battle from the single standpoint of protecting Washington, while Grant would have fought it to destroy Lee's army. McClellan believed himself outnumbered on the field, in which he was greatly deceived, and that strengthened him in refusing to take any risk of defeat. Antietam was his last battle, the only one in which he was tactically aggressive, and it clearly demonstrated the limitations of a trained defensive general when called upon to be both strategically and tactically aggressive. He was not equal to such a campaign any more than Grant would have been equal to a strictly defensive campaign.

I have said that McClellan would have made one of the most successful Confederate generals because of the different conditions. Had Grant been a Confederate soldier he would probably have developed into a great lieutenant of the type of Stonewall Jackson, but had he been in command of a Confederate army his aggressive qualities would not have prevented him from fighting against odds and advantages, and he would have been a failure. The one soldier of the two armies who had the best mingling of aggressive and defensive qualities in military campaigns was General Lee. Grant was pre-eminently the aggressive chieftain of the war, and all the conditions of the conflict were in his favor. It was the policy of the Confederates to exhaust and discourage the North by avoiding decisive battle, and when fighting to fight under the greatest possible advantages, but after two years of war, when the country was prepared to accept the fearful sacrifice necessary to triumph over the Confederate armies, Grant was the logical leader, and he was much more than a mere stubborn fighter. He was a great general and he fought from the start on a different theory from that of McClellan. McClellan planned the capture of Richmond and other leading strategic points in the Confederacy, but Grant had one objective point in all his campaigns, and that was the Confederate army. He captured Richmond and never entered it, even after the surrender of Lee.



His campaign in Mississippi, when he whirled his army around to Jackson and defeated Johnson in the open field to prevent the union of the Confederate forces, was one of the boldest and grandest strategic movements of the war, and his triumph in Chattanooga with Hooker's romantic battle above the clouds on Lookout Mountain fully prepared the country to accept him as commander-in-chief, and not only to accept him, but to allow him to fight it out in his own way.

It was then well understood that there must be great sacrifice of life; that overwhelming armies must be sent against the Confederates; that battle must be given wherever they could be found, and that the ranks of Grant's army should be filled. He thus accepted his commission as Lieutenant General in March, 1864, with the government and the people fully prepared to believe in him and to sustain him. He knew that he outnumbered Lee nearly two to one, and he marched directly for Lee's

army, fought the desperate and bloody battles in the Wilderness, which would have deposed a Union general in disgrace two years before because of the terrible sacrifice of life, but the only word that came from Grant on that appalling battlefield was: "I propose to fight it out on this line if it takes all summer." Sadly as the country grieved over its fallen soldiers in the Wilderness, it saw in Grant's dispatch the assurance that Lee's army would certainly be destroyed. It was the most destructive campaign of the war, but, whether wisely or unwisely, Grant never departed from his purpose to fight the enemy wherever he was found. Had he failed in his campaign he would have been severely criticised and hopelessly condemned, but after a year of terrible suspense he closed the war at Appomattox, and the surrender of Lee effaced every error of the aggressive warrior, and made him accepted by the country and the world as the great captain of the age.



GETTYSBURG NATIONAL CEMETERY. (see page 11.)



THE COTTON VIADUCT, BALTIMORE & OHIO RAILROAD.

## JENNIE WADE.

THE ONLY WOMAN KILLED AT THE BATTLE OF GETTYSBURG.

BY F. M. HOWELL.

"This shall be told as a memorial of her."

THE great battle of Gettysburg carried with it many thousands of tragedies, some of them of national importance and forever engraved upon the pages of history. Many of them not so well known, almost forgotten indeed in the mad whirl of time, and only now and then touched upon like a musician, who in playing the most brilliant rhapsody, strikes every now and then the minor key.

Still many more are there, that have never reached the light of day at all, but lie buried in the hearts of those long since gone and forgotten.

Among the thousands and thousands of slain during the three days of this great battle appears the name of but one woman, and the story of her sudden and untimely death furnishes one of the most mournful incidents of the multitude of sad events connected with that terrible slaughter of humanity.

The story of the bright life and sad death of Jennie Wade has been touched upon from time to time in the pages of history and fiction, but perhaps none of them have done justice to the beautiful life she lived, and the heroic, sacrificial death that fell to her lot on July 3d, 1863.

Jennie Wade lived with her mother on Breckinridge Street, Gettysburg, and at the time of the battle was twenty years old, and engaged to be married to Corporal Skelly of the Union army, who was subsequently killed at Winchester.

Her life had been bright and happy and only saddened by the departure of her "soldier boy" to the war, but his return was eagerly looked for, and then sorrow and sadness would be no more. Alas, how often we build our future upon the shifting sands that give way beneath us in a moment of time.

Jennie's sister, Mrs. Georgie Wade McClellan, was lying very sick in her little house on Baltimore Street, near the National Cemetery, and although the houses in the immediate vicinity of the one in which Mrs. McClellan lived were occupied by Union sharpshooters, who had advanced from the line of battle on Cemetery Hill, and were keeping up a continuous and deadly conflict with a line of Confederate sharpshooters secreted in the buildings on the slope of the hill and the low



JENNIE WADE.

ground on the south side of the town, yet both Jennie and her mother determined to take every chance of danger, and so left their own home and took up their abode in the little home on Baltimore Street, in order to give the necessary attention to the dear one who was lying so sick in the midst of the terrible turmoil of battle.

The firing between the two lines kept up continuously during the second day and until the morning of July 3d, without serious injury to the occupants of the house.

About eight o'clock on the morning of July 3d, Jennie was in the kitchen with



THE HOUSE WHERE JENNIE WADE WAS KILLED. GETTYSBURG

her dough-tray, preparing the family bread for the oven. Though the battle waged without and the bullets flew thick, she kept a cheerful and brave front and with a song upon her lips, and thinking no doubt of the soldier boy to whom she had plighted her troth, stooped to put the bread into the oven, when she was struck in the back by a bullet which came through the outer door on the north side of the house, killing her instantly. The body was carried to the cellar of the south side of the house, at that time occupied by Mrs. Isaac McClean. The house was so closely watched by Confederate sharpshooters that, in order to remove the body, it was necessary to take it through a hole in the middle wall, where a ten-pound Parrott shell had ploughed its way through, thence down and into the cellar, as it was unwise to come out of either of the outer doors. Her mother and sister, and the latter's child, but six days old, were taken by the same course to a place of safety on the other side of the house.

Jennie's body lay in the cellar until the evening of July 4th, and was then buried in a corner of the garden by some ladies, and was later removed to the Reformed Church graveyard, and finally buried in Evergreen Cemetery, where a handsome monument

now stands, erected to her memory by the Woman's Relief Corps of Iowa.

The house in which Jennie Wade was killed was struck by about one hundred and fifty bullets and one shell, and stands to-day exactly as it was in 1863, with all the battle marks plainly visible.

One of the peculiar incidents connected with her tragic death was the fact that she was buried in a coffin which had been constructed for a Confederate officer who had been killed in the third day's fight.

The death of every hero and heroine carries with it a lesson, and surely the life of this brave woman and her terrible death beside her dough-tray teaches a simple but forcible lesson to us all.

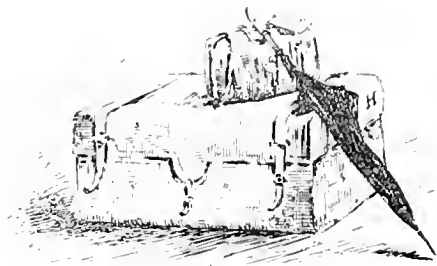
It is said that the "blood of the martyrs is the seed of the church." Surely the blood of this brave woman, mingled with the blood of the thousands of brave boys clothed in blue and gray, is the seed of a newer, nobler and better country; a seed which has been growing for nearly forty years and waxing greater and greater. A seed of peace and patriotism that spreads over our country from one end to the other, covering with its beautiful verdure all battlefields and all sectional lines, so that, under God, this country shall live and prosper until time shall be no more.

[Much of this data was obtained from Mr. W. H. H. Wisotzkey of Gettysburg, Pa., who in turn obtained it direct from Jennie's mother.]



LINING A FURNACE IN BLAST MILL, PITTSBURGH

McClure & Co. Inc.



## THE BAGGAGE MAN.

FROM "PUCK."

WHO wouldn't be a baggage man, and toil the livelong day  
A-tossing baggage back and forth upon a wooden dray?  
Who wouldn't, after lifting hard, be pleased to have the thrill  
That comes from hearing glassware break inside in every till?  
Brass bands do not a bower make for cut-glass bottles, true,  
There's always compensation deep, no matter what we do,  
And so the humble baggage man, tho' lowly be his lot,  
May still rejoice to think he makes so many people hot;  
May still reflect that his reward comes in on every train,  
And, as he smashes all he can, that he's not lived in vain.

## THE "MISSISSIPPI SCHEME."

BY WILLIAM GILBERT IRWIN.

THE great Mississippi Valley was once made the scene for the perpetration of one of the greatest frauds ever known to the world. This was the Mississippi Scheme, the product of the fertile brain of that notorious gambler and adventurer, John Law. Beside bankrupting the government of Louis XIV the contagion of stock jobbing, which this great scheme inaugurated, spread to other countries and in England it appeared in all its varied forms and exhausted all its fury.

John Law, the head of this great fraud, was a Scottish adventurer who fled his country after having killed an antagonist in a duel. Finally he reached Paris and was struck with the confusion into which the ambition of Louis XIV had thrown the French financiers. To remedy that evil appeared a task worthy of his daring genius and he flattered himself that he could accomplish it. The greatness of the idea recommended it to the Duke of Orleans, whose bold spirit and sanguinary temper induced him to accept the ideas and to adopt the wildest projects set forth by Law.

The real scheme was the paying off of the immense national debt, to clear the public revenue of the immense interest which absorbed it. The introduction of paper credit could alone effect this amazing revolution, and the exigencies of the state seemed to require such an expedient. Law soon established a bank, which was soon declared Royal and united with the Mississippi or West India Company, from whose commerce the great riches were expected, and which soon swallowed up all the other trading companies in the kingdom.

The Mississippi Company, in a word, seemed to establish on such solid foundations and pregnant with such vast advantages, that a share of its stock rose to twenty times its original value. The cause of this remarkable rise deserves to be traced. The Mississippi Valley, or Louisiana as it was then known, had long been in possession of the French. That the region was one of great mineral wealth had long been believed. Law availed himself of this credulity, and endeavored to increase it by

mysterious reports. It was whispered as a secret, that the celebrated mines of St. Barthe had at length been discovered and that they were much richer than even fame had reported them. In order to give more weight to this deceitful rumor, a number of miners were sent out to Louisiana to dig, as was supposed, the abundant treasure, with a body of troops sufficient to defend them against the Indians and the Spaniards.

The impression which this stratagem made upon a nation naturally fond of novelty is altogether astonishing, for it was nothing short of a national gold fever. Every one was eager to obtain a share of the stock of the new company and the Mississippi Scheme became the grand object and the ultimate end of all pursuits. The adventurers were not satisfied with a bare association with the company, which had obtained the disposal of Louisiana, but they applied in great numbers to the proprietors for tracts of land for plantations. It was represented that in a few years the lands would yield many times the sum necessary to put them in a state of cultivation. The richest and most intelligent men of the nation were foremost in making purchases. During this general infatuation all classes of persons offered to go and were promiscuously crowded into the ships and landed on the burning sands of the Biloxi, where a French settlement had been formed, and here thousands of these unfortunates perished, the miserable victims of a political imposture and their own blind avidity.

Even Law himself deceived his own calculations, and intoxicated with the public folly, had fabricated so many notes, that the chimerical value of the funds in 1719, exceeded four score times the real value of current coin of the kingdom. This profusion of paper in which the debts of the state were paid off, first occasioned suspicion, and afterwards spread a general alarm, and the excitement ran high. The late financiers in conjunction with the bankers, exhausted the Royal Bank by continually drawing upon it for large sums. The desire to turn notes into cash soon became general, but the disproportion of specie was so great that this was impossible.

Public credit sunk at once and a tyrannical edict, forbidding private persons from keeping by them above five hundred livres, served only to crush the credit of the nation more effectually.

Prior to this time Law had been appointed comptroller-general of the finances of the kingdom and loaded with honors, was now execrated and obliged to flee from the country, a country which he had beggared without enriching himself, in order to discharge the debts of the crown. The general distress was so great that the government was under the necessity of providing relief. Upward of five hundred thousand sufferers, chiefly fathers of families, pre-

sented their whole fortunes in paper and the government, after liquidating these debts to a fabulous sum, found itself with a still further debt of over sixteen hundred million livres.

Thus ended in France the famous Mississippi Scheme, ruinous to individuals, but ultimately beneficial to the nation. Its efforts were not however confined to the kingdom. Many foreigners came to France to seek investments in the stocks and they too were heavy losers. The South Sea Bubble was evidently borrowed from this great scheme and with its operation we see re-enacted in England the terrors wrought by the Mississippi Scheme in France.





## THE SOLDIER.

BY JAMES WHITCOMB RILEY.

THE Soldier! Meek the title, yet divine;  
Therefore, with reverence, as with wild acclaim,  
We fain would honor in exalted line  
The glorious lineage of the glorious name:  
The Soldier! Lo, he ever was, and is,  
Our Country's high custodian, by right  
Of patriot blood that brims that heart of his  
With fiercest love, yet honor infinite.

The Soldier — within whose inviolate care  
The Nation takes repose, her inmost fane  
Of Freedom ever has its guardian there,  
As have her forts and fleets on land and main;  
The heavenward banner as its ripples stream  
In happy winds, or float in languid flow,  
Through silken meshes ever sifts the gleam  
Of sunshine on its sentinel below.

The Soldier! Why, the very utterance  
Is music — as of rallying bugles, blent  
With blur of drums and cymbals and the chants  
Of battle-hymns that shake the continent —  
The thunder-chorus of a world is stirred  
To awful universal jubilee,  
Yet ever through it, sure and sweet, are heard  
The prayers of Womanhood and Infancy.

Even as a fateful tempest sudden loosed  
Upon our senses, so our thoughts are blown  
Back where The Soldier battled, nor refused  
A grave all nameless in a clime unknown.  
The Soldier — though, perchance, worn, old and gray;  
The Soldier — though, perchance, the merest lad;  
The Soldier — though he gave his life away,  
Hearing the shout of "Victory!" was glad.

Aye, glad and grateful that in such a cause  
His veins were drained at Freedom's holy shrine —  
Rechristening the land — as first it was,  
His blood poured thus in sacramental sign  
Of new baptism of the hallowed name  
"My Country" — now on every lip once more  
And blest of God with still enduring fame.  
This thought even then The Soldier gloried o'er.

The dying eyes upraised in rapture there,  
As, haply, he remembered how a breeze  
Once swept his boyish brow and tossed his hair,  
Under the fresh bloom of the orchard trees —  
When his heart hurried, in some wistful haste  
Of ecstasy, and his quick breath was wild  
And balmy-sharp and chilly-sweet to taste,  
And he towered Godlike, though a trembling child!

Again, through luminous mists he saw the skies!  
Far fields white tented, and in gray and blue  
And dazzling gold, he saw vast armies rise  
And fuse in fire — from which in swiftest view  
The Old Flag soared, and friend and foe as one  
Blent in an instant's vivid mirage — then  
The eyes closed smiling on the smiling sun  
That changed the seer to child again.

And, even so, The Soldier slept. — Our own!  
The Soldier of our plaudits, flowers and tears.  
O this memorial of bronze and stone  
His love shall outlast this a thousand years!  
Yet, as the towering symbol bids us do,  
With soul saluting as salutes the hand,  
We answer as The Soldier answered to  
The Captain's high command.

[Copyright, 1902, by James Whitcomb Riley.]

Read by Mr. Riley upon the occasion of the ceremony of dedicating The Soldiers and Sailors' Monument at Indianapolis.

## THE SEVENTEEN YEAR LOCUST OF 1902.

BY JOHN ELPRETH WATKINS, JR., IN BALTIMORE SUN.

THIS vast insect army, numbering countless billions, has been followed in its ravages from the year 1715, since when it has never failed to reappear in the last week of May at regular intervals of seventeen years. Wherever it appeared in 1885, the year of its last outbreak, it is practically sure to reappear this year.

"Locust" is an erroneous name for this remarkable insect. It should be termed the "periodical cicada." "Locust" should be applied only to the grasshopper. The cicada became confused with the migratory locust, or grasshopper, of the Orient, which appears in vast numbers at long intervals of time.

The periodical cicada is distinctly an American species. It has the longest life period of all known insects, and, according to D. L. Marlatt, one of the Government entomologists, who has made a special study of its habits, it is undoubtedly the most anomalous and interesting of American insects.

Each individual of the great cicada army, which visited us this year, is 17 years old, a span of life which a cat or a dog could but with difficulty attain, and in which a generation of mankind would be more than possible. In the year 1885 these myriads of insects entered the earth, and since then they have not beheld the light of day. In June of that year Mother Cicada industriously planted her hundreds of eggs in the green twigs of the trees while Father Cicada sat close by and merrily sang to her his ditty of love. A few weeks later the ant-like baby cicadas escaped from their shells, fell lightly to the ground and quickly burrowed out of sight, forming for themselves little subterranean chambers or cells adjoining the sappy rootlets of the parent tree, in the fresh juices of whose twigs the producing eggs had been deposited for nourishment.

In this underground cell, at first the size of a small grain of bird shot, but gradually growing with its occupant, each cicada has remained, within two feet of the surface, through winter and summer, buried from light, air and sun and protected in a manner from cold and frost. It has lived thus in absolute solitude, knowing only its

moist earthen chamber, separated from its brothers and sisters, rarely changing its position save as some accident to the nourishing rootlet has necessitated its seeking another. In this sepulchral darkness and solitude it patiently waited for the last week in May, to emerge from the ground, grow wings and enjoy a few weeks only of the society of its fellows; the warmth and brightness of the sun, the fragrant summer air.

Before emerging from the ground, each was exactly the color and shape of the brown "locust shells" commonly seen adhering to trees and left there almost each year by remnants of once formidable armies, now widely scattered or exterminated. In other words it might be mistaken for a big brown roach, although it has no wings closed over its back.

Just before coming to the surface this wingless, underground cicada has been known in many localities to erect odd little mud chimneys, projecting sometimes six or eight inches above the surface. These are constructed of soft pellets of clay brought from below and pressed firmly into place. Why the cicada builds them prior to his advent into the upper world no entomologist can logically explain.

One of the most remarkable phenomena of nature took place during the evenings of the last week in May. Immediately after sunset the brown, wingless insects emerged from their holes with a rush and scramble for the nearest tree, bush, weed, pole, stump or fence. In some localities the ground was literally alive and hidden. By 9 p. m. the bulk of the army had risen, a few stragglers continuing until midnight. All fastened themselves to some selected point, preferably a leaf or twig, and within about an hour after settling each was seen, on close scrutiny, to neatly split his parchment-like shell down the back from collar to waistband. Forthwith gradually emerging from this aperture was what appeared to be a creamy white worm with pink eyes and heavy black eyebrows. This creature extracted himself by arching his back and finally hanging head downward still grasping the nearby leaf or branch. At either

side of his neck were two fin-like adornments so small that they might be mistaken for ears. These perceptibly swelled and expanded, and before you could realize the miracle, they had spread out into long, transparent, flowing wings with beautiful white veins. Thus they shot out, like the petals of the moon flower, until they extended beyond the rapidly transforming insect's tail. "In the moonlight such a tree looks for all the world as though it were full of beautiful white blossoms in various stages of expansion," said Dr. Riley, late chief entomologist of the Government.

Only twenty minutes elapsed between the splitting of the brown shell worn so many years below ground and the full expansion of the wings. Next morning before dawn they had assumed the dark colors characterizing them in their aerial stage.

This aerial stage lasted but five or six

to begin its seventeen years of subterranean celibacy and seclusion.

This periodical cicada is but one of 500 species of cicadas represented in the world. Of his near kinsmen the most familiar to us is the annual harvest fly of July and August. The periodical species can be distinguished always by the orange-red color of his eyes, legs and of the marginal veins of his glassy wings.

There are two races of periodical cicadas, viz: the 17-year race, limited to the northern half of the country, and the 13-year race confined to the Southern States, the latter appearing once every thirteen years, as indicated by its name. The 17-year race is the larger of the two. The areas devastated by these two races overlap to a certain extent. Thus the 17-year cicadas appeared as far south as Georgia. These two divisions were not known to be



THE GIANT CICADA

weeks—a brief taste of Paradise after so long a probation in Hades. During this short period both sexes will attend actively to the needs of perpetuating their kind; will be sluggish, helpless and with an absence of fear, doubtless due to their long life of undisturbed isolation. They will rarely fly and seldom if ever take food. The male will be shorter lived than his mate. For four or five weeks only will he sing his songs of love and courtship, while she for a little longer period will busy herself plowing the young branches of trees to deposit her eggs, which are to produce the subsequent generation, due in 1919. By the middle of July all of the winged cicadas will have fallen to the ground again, perhaps within a few feet of the holes from which they had issued in May. Here they will be dismembered and scattered about to carpet the ground with their wings and body fragments. Meanwhile the next generation will have descended into the earth

distinct until fifty years ago. They bear to each other an absolute resemblance in structure, coloration and modes of life, but do not interbreed when thrown together. One race appears to be the offshoot of the other, the difference in period being due probably to differences in climate affecting the parent stock. Neither race has yet appeared in northern New England, in the peninsula of Florida or in the region west of the Rockies.

It seems probable to Mr. Marlatt that both the 17-year and 13-year cicada originally composed one great brood, and that insufficiency of food or unfavorable temperature at one time broke up their regular and uniform periodicity. Scattering individuals now appear the year before and the year after great broods are due. In fact, some periodical cicadas come out of the ground each year in various sections, but all these first serve their long apprenticeship below ground.





# *Stub Ends of Thought*

By ARTHUR G. LEWIS.



THE millenium of moral courage has been reached when we stand unswerved from an opinion we know to be right.

LITTLE doubts are the microbes that often consume great faiths.

THE water-cart resolution lays the dust on reform's pathway.

WRONG may sometimes be an accident; right is always premeditated.

SUDDEN reform indicates either incipient insanity or contemplated matrimony.

THE assumed dignity of an ass invites sympathy and illustrates absurdity.

As daylight kills the memory of a night's despair, so pure love points to effort, with a hand of hope.

WHERE is the line of poetical license drawn between rhyme and reason?

HONESTY of purpose, unless allied with strength of character, falls an easy victim to dishonest practice.

THE discipline of experience is the only chastisement many of us are willing to respect.

HUMANIZED ethics of modern warfare appear to require overhauling.

THE blind man's buff of courtship sometimes leaves us in strange places after matrimony has removed the hood.

THE man that clasps duty firmly with one hand, as a rule holds achievement confidently in the other.

THE prejudice of others should never be permitted to regulate our own feelings or actions.

MORAL philosophy may teach a lesson of practical evil, but experience alone can illustrate it.

APPLAUSE rings all for success; failure no praise commands.

THE proud companionship of right materially lessens our desire to do wrong.

## AMBITION.

BY ARTHUR G. LEWIS.

IN wide surveys, we oft leave unobserved  
The sweetest flowers blooming near about;  
We scorn untouched the purity of fact  
And cling uncertain to the arms of doubt.

Name of Railroad Station on B & O R. R.	SHOOTING: Kind of Game	FISHING:				Guides, Charges, Per Day	Livery Charges, Per Day	Hotel Rates, Per Day	Character of Country
		Name of Stream	Best from Sept. to	Kind of Fish	Best Months for Fishing				
Morristown, Md.	Canvases, back, Red heads, Black heads, Widgeons, Teal and Marsh Ducks.	Chesapeake Bay and tributaries.	5	Striped Bass, Perch and Pike.	Aug. to Sept.	40.00 and shoot- ing box	0.50	0.00 to 0.50	Open and wet.
Atken, Md.	Canvases, back, Red heads, Black heads, ducks and quail.	Portage Creek.	1	Perch, Rock Bass, etc.	May		1.50 to 3.00	1.00	Open and wet.
Akron, O.	Ducks and quail.	Reservoir.	Close.	Bass and Pike.					Open.
Bellton, W. Va.	Rabbits, Gray Squirrels and Quail.	Fish Creek.	3	Bass and Small Fish.	June to Sept.		2.50		Open, wooded, rocky and hilly.
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, quail, Woodcock, Rabbits, Deer.	Great Canyon, Sir John's Run and Cacapon River.	2 to 12	Specklers, Falls Carp, Bass, Trout and Black Bass.	June 1 to April 15	Moderate	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Boyd's, Md.	Rabbits, Squirrels, Partridges, Pheasants and Rabbits.	Potomac.	9	Bass and Stuckers.	April and May.		2.50	1.00	Open and wooded.
Brushlaw, Md.	Song, Reed and Rail.	Little Gunpowder and Hughes River.	3	Gadgions only.	May and June.			Moderate.	
Cairo, W. Va.	Pheasants, quail, Squirrels, Rabbits, etc.	North Fork, South Fork and Hughes River.	6 to 12	Pike, Perch, Catfish, etc.	June 1 to April 15		2.00	.50 to .75	Open, wooded, rocky, hilly, wet and dry.
Cameron, W. Va.	Rabbits.		6	Black Bass.	September.	Moderate	4.00	2.00	Wooded, rocky and hilly.
Cedar Creek, Va.	Rabbits and Birds.	Cedar Creek.	3	Black Bass.	June 1 to April 15	1.50 to 3.00	1.50 to 3.00	1.00	Wooded, rocky, wet, dry and open.
Charles-town, W. Va.	Partridges, Wild Turkeys, Pheasants, Wild Squirrels.	Boyer Hole and Cheat River.	1	Perch, Salmon, Red Fish, Pike and Catfish.	May to Aug.	2.00 to 3.00	2.00 to 3.00	1.00	Wooded, rocky and hilly.
Cheat Haven, Pa.	Deer, Bear, Squirrels and Rabbits.	Wild Elk-Ganley, Kanawha.	47 to 100	Black Bass and Trout.	June 1 to April 15	1.00 to 2.00	3.00	1.50 to 2.00	Rolling dry and wooded.
Clarksburg, W. Va.	Wild Turkey, quail, Pheasant, Turkeys, Pheasants and Quail.	Wild Elk-Ganley, Cesselman and Laurel Hill Rivers.	Close.	Black Bass and Trout.	May to July.		2.00 to 3.00	1.50 to 2.00	Wooded and hilly.
Confluence, Pa.	Rabbits and Squirrels.	Snowy Creek.	2	Mountain Trout.	Jan. to Sept.	1.00			Wooded.
Cornuda, W. Va.	Wild Turkeys, Pheasants, Rabbits and Quail.	Beaver's Fishing Shore.	1	Pike, Perch, Catfish, and Trout.	May to Sept.				Wooded.
Cowenton, Md.	Wild Turkeys, Pheasants, Rabbits and Quail.	Patterson Creek.	8 to 18	Perch and Trout.	Oct. and Nov.	1.50 to 2.00	2.50 to 4.00		Open, wooded, rocky and hilly.
Cumberland, Md.	Wild Turkeys, Pheasants, Rabbits and Quail.	Monoway and Potomac Bay.	3	Bass.	March, April.	1.50 to 2.50	1.50 to 2.50	1.50	Open, wooded, rocky and hilly.
Donb, Md.	Pheasants, Wild Turkeys, Woodcock and Squirrels.	Yough River.	5 to 7	Trout.	June to Oct.	3.00 to 7.00		1.00	Wooded and hilly.
Dunbar, Pa.	Turkeys, Pheasants and Squirrels.		Close.	Bass.	April to Oct.				Rocky.
Farmington, W. Va.	Squirrels, Rabbits and Quail.		Close.	Perch and Carp.	April and May.		2.50	1.50	Wooded and hilly.
Folsom, Pa.	Reed and Rail Birds.	Belaware River.	Close.	Catfish, Sunfish, Perch.				Moderate.	Partially wooded, heavy with reeds.
Frederick Junction, Md.	Rabbits, Pheasants and Partridges.	Monoway River.	Close.	Bass and Carp.	Sept. and Oct.		3.00		Rolling.
French, W. Va.	Deer, Squirrels, Rabbits, Turkeys, Pheasants and Partridges.	South Branch.	1 to 40	Black Bass.	June to Oct.				Mostly woods hilly.
Garret, Pa.	Squirrel, quail, Turkey.	Willis Creek.	Close.	Trout and Bass.	June July, Aug.	2.00 to 3.00		1.00	Rocky and hilly.
Glenora, Pa.	Squirrel, Pheasant, Rabbit, Turkey.		Close.	Trout.	Feb. and Winter.	.75		.75	Open, wooded, hilly, dry.
Great Canyon, W. Va.	Wild Turkeys and Deer.	Potomac and Cacapon Riv.	5 to 6	Black Bass.	June to Sept.			1.00 to 2.00	Wooded and hilly, dry.
Hagerstown, Md.		Potomac River.	6 to 10	Black Bass.	June to Oct.		3.00	1.00 to 2.50	Open.
Hancock, Md.	Deer, Bear, Squirrels and Rabbits.	Potomac River.	Close.	Black Bass.	June to Oct.		2.00 to 2.50	1.50 to 2.00	Hilly and dry.
Harper's Ferry, W. Va.	Quail, Turkeys, Rabbits and Squirrels.	Shenandoah and Potomac Rivers.	3	Black Bass and Carp.	June to Oct.	2.00	9.00 to 1.00	2.00	Open, and wooded, rocky and hilly.
Havre de Grace, Md.	Woodcock, Ducks and Partridges.	Susquehanna River.	Close.	Black Bass, Rock, White and Yellow Perch.	July to Oct.		3.00 and 5.00	2.00	All kinds.
Keyser, W. Va.	Deer and Wild Turkeys.	Mountain Streams.	15 to 30	Mountain Trout.	Jan. to Sept.		3.00 to 5.00		Mountains.
Knoxville, Md.		Potomac River.	Close.	Bass.	June to Oct.	1.00	2.00 to 3.00	2.00	



# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

## EAST AND WEST.

### B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN. 5 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV WASHINGTON .....	7.05	8.30	9.00	10.00	12.20	3.00	5.05	8.00	11.30	3.00
LV BALTIMORE, CAMDEN STATION .....	7.55	9.19	9.52	10.50	1.17	3.49	6.00	9.00	12.39	3.51
LV BALTIMORE, MT. ROYAL STATION .....	8.00	9.24	9.57	10.54	1.22	3.53	6.05	9.05	12.44	3.55
AR PHILADELPHIA .....	10.15	11.27	12.11	12.53	3.29	5.51	8.19	11.40	3.10	6.00
AR NEW YORK, LIBERTY STREET .....	12.35	1.40	2.30	3.00	5.55	8.00	10.40	3.20	5.52	8.32
AR NEW YORK, WHITEHALL TERMINAL .....	12.40	1.45	2.35	3.05	6.00	8.05	10.50	3.25	5.57	8.36
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

### B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL .....	12.10	8.25	10.25	11.25	12.55	3.35	4.55	6.55	12.10
LV NEW YORK, LIBERTY STREET .....	12.15	8.30	10.30	11.30	1.00	3.40	5.00	7.00	12.15
LV PHILADELPHIA .....	7.30	10.55	12.50	1.37	3.08	5.48	7.25	9.38	3.35
AR BALTIMORE, MT. ROYAL STATION .....	9.38	1.11	2.55	3.35	5.05	7.45	9.45	11.45	6.05
AR BALTIMORE, CAMDEN STATION .....	9.42	1.15	3.00	3.40	5.10	7.50	9.50	11.50	6.10
AR WASHINGTON .....	10.35	2.10	4.00	4.30	6.10	8.40	10.50	12.50	7.30
	PM	PM	PM	PM	PM	PM	PM	AM	PM

Pullman Cars on all trains.

### B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL .....	10.25 AM	12.55 PM	N 3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV NEW YORK, LIBERTY STREET .....	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV PHILADELPHIA .....	12.50 PM	3.08 PM	N 5.48 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
LV BALTIMORE, MT. ROYAL STATION .....	2.55 PM	5.05 PM	N 7.45 PM	11.45 PM	9.38 AM	8.50 AM	11.45 PM	-----
LV BALTIMORE, CAMDEN STATION .....	3.10 PM	5.20 PM	7.30 PM	12.00 NT	9.47 AM	9.00 AM	12.00 NT	-----
LV WASHINGTON .....	4.15 PM	6.20 PM	8.45 PM	1.10 AM	10.50 AM	10.05 AM	1.00 AM	-----
AR PITTSBURG .....	-----	-----	8.30 AM	-----	7.50 PM	-----	9.15 AM	LV 3.30 PM
AR CLEVELAND .....	-----	-----	1.00 PM	-----	-----	-----	-----	9.35 PM
AR WHEELING .....	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM
AR COLUMBUS .....	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM
AR TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
AR CHICAGO .....	-----	7.30 PM	-----	-----	9.40 AM	-----	-----	6.50 AM
AR CINCINNATI .....	8.14 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
AR INDIANAPOLIS .....	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
AR LOUISVILLE .....	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----
AR ST. LOUIS .....	5.45 PM	-----	-----	7.25 PM	-----	1.35 PM	-----	-----
AR CHATTANOOGA .....	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
AR MEMPHIS .....	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
AR NEW ORLEANS .....	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

Through Pullman Sleepers to all points. N Connection east of Baltimore (Camden Sta.) is made with 509, "Royal Limited."

### B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	No. 48 EXPRESS DAILY
LV CHICAGO .....	-----	-----	3.30 PM	10.10 AM	-----	-----	7.45 PM	7.45 PM
LV TOLEDO .....	-----	-----	-----	-----	-----	-----	-----	-----
LV COLUMBUS .....	-----	-----	-----	7.05 PM	-----	-----	-----	-----
LV WHEELING .....	-----	-----	-----	12.10 AM	-----	-----	-----	10.50 AM
LV CLEVELAND .....	-----	-----	11.30 PM	-----	-----	* 11.00 AM	-----	-----
LV PITTSBURG .....	-----	-----	8.00 AM	-----	9.00 PM	* 6.30 PM	1.20 PM	-----
LV ST. LOUIS .....	* 9.00 AM	2.05 AM	-----	-----	-----	8.20 PM	-----	-----
LV LOUISVILLE .....	2.00 PM	8.20 AM	-----	-----	-----	2.30 AM	-----	-----
LV INDIANAPOLIS .....	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV CINCINNATI .....	* 6.10 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
LV NEW ORLEANS .....	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----
LV MEMPHIS .....	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----
LV CHATTANOOGA .....	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
AR WASHINGTON .....	12.10 PM	6.41 AM	4.50 PM	11.52 AM	6.30 AM	2.45 AM	11.05 PM	11.05 PM
AR BALTIMORE, CAMDEN STATION .....	1.10 PM	7.50 AM	5.53 PM	1.10 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR BALTIMORE, MT. ROYAL STATION .....	1.22 PM	8.00 AM	5.05 PM	1.22 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR PHILADELPHIA .....	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR NEW YORK, LIBERTY STREET .....	5.55 PM	12.35 PM	10.40 PM	5.55 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM
AR NEW YORK, WHITEHALL TERMINAL .....	6.00 PM	12.40 PM	10.50 PM	6.00 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. \* Daily. \* Daily, except Sunday.



# THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

## EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
**No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 526.** Buffet Parlor Car Washington to New York.  
**No. 522.** Parlor Car, Dining Car, table d'hôte, Baltimore to New York.  
**No. 528.** **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
**No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to New York. No extra fare other than regular Pullman charge.  
**No. 506.** Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
**No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York.

## WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
**No. 517.** Buffet Parlor Car New York to Washington.  
**No. 501.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
**No. 527.** **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 507.** Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.  
**No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
**No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
**No. 503.** Buffet Drawing Room Car New York to Washington.  
**No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.  
**No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
**No. 9.** Drawing Room Sleeping Car Baltimore to Pittsburg and Sleeping Car Washington to Pittsburg. Dining Car Philadelphia to Baltimore. Parlor Car Allegheny to Cleveland.  
**No. 3.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Drawing Room Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.  
**No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.  
**No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
**No. 47.** Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago.  
**No. 53.** Drawing Room Sleeping Car Cincinnati to Louisville. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
**No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals.  
**No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
**No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
**No. 10.** Sleeping Car Pittsburg to Washington and Drawing Room Sleeping Car Pittsburg to Baltimore. Dining Car Washington to Philadelphia.  
**No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Parlor Car Cleveland to Allegheny. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.  
**No. 46.** Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg.  
**No. 46.** Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

# THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

**AKRON, OHIO,** Union Station, C. D. HONOHLE, Ticket Agent.  
**BALTIMORE,** Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent, R. F. BOSH, Division Passenger Agent, Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.  
**BELLAIRE, OHIO,** J. T. LANE, Traveling Passenger Agent, J. I. SHERREY, Ticket Agent.  
**BOSTON,** 211 Washington Street, J. P. TAGGART, New England Passenger Agent, F. E. BAEFELY, Ticket Agent.  
**BROOKLYN, N. Y.,** 339 Fulton Street, F. H. HENDERICKSON, Ticket Agent.  
**BUFFALO, N. Y.,** 219 Elliott Street, H. A. WELLS, Eastern Passenger Agent, R. & O. S.-W.  
**BUTLER, PA.,** WM. TURNER, Ticket Agent.  
**CANTON, OHIO,** S. S. C. McGREW, Ticket Agent.  
**CHESTER, PA.,** A. M. D. MULLINX, Passenger and Ticket Agent.  
**CHICAGO** 241 Clark Street, Grand Pacific Hotel, W. W. PICKING, General Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Bldg., J. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 23 Michigan Avenue, F. E. SCOTT, Ticket Agent.  
**CHILLICOTHE, OHIO,** J. H. LARRABEE, Traveling Passenger Agent, R. & O. S.-W.  
**CINCINNATI,** R. & O. S.-W., 4th and Vine Streets, J. R. SCOTT, District Passenger Agent, C. H. WISEMAN, City Ticket Agent, ORIN B. MCCARTY, Passenger Agent, Central Union Station, E. REISING, Station Passenger Agent, WM. BROWN, Depot Ticket Agent.  
**CITY OF MEXICO, MEX.,** D. BANKHARDT, Agents General, R. & O. S.-W. Apartado 2090.  
**CLEVELAND, OHIO,** 21 Superior Street, G. W. SQUIGGINS, Passenger and Ticket Agent. South Water Street Station, A. N. DIELZ, J. F. GALLERATH, General Agent.  
**COLUMBUS, OHIO,** No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.  
**COVINGTON, KY.,** 402 Scott Street, G. M. ABBOTT, Ticket Agent.  
**DALLAS, TEXAS,** J. P. ROGERMAN, Traveling Passenger Agent, R. & O. S.-W.  
**DENVER, COLO.,** S. M. SHAFITE, Traveling Passenger Agent, R. & O. S.-W.  
**HARPER'S FERRY, W. VA.,** C. E. DUDROW, Traveling Passenger Agent.  
**KANSAS CITY, MO.,** Box 264, A. C. GOODRICH, Traveling Passenger Agent, R. & O. S.-W.  
**LOUISVILLE, KY.,** R. & O. S.-W., 4th and Main Streets, R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent, E. V. PROSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 5th Street Station.  
**MANSFIELD, OHIO,** S. SMITH, Ticket Agent.  
**MARIETTA, OHIO,** G. M. PAYNE, Ticket Agent.  
**NEWARK, N. J.,** 182 Market Street, F. T. FEAREY, Ticket Agent.  
**NEWARK, OHIO,** F. C. BALTHOLMEW, Ticket Agent, F. P. COOPER, Traveling Passenger Agent.  
**NEW YORK,** 43 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent, C. B. JONES, Ticket Agent. 180 Broadway, R. B. FAHOL, Ticket Agent. No. 6 Astor House, A. J. OSTERIA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 113 Broadway, R. H. CRANDEN & CO., Ticket Agents. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 39 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. R.  
**NORFOLK, VA.,** 34 Granby Street, Wither's Bldg., ARTHUR G. LEWIS, Southern Passenger Agent, W. C. YOUNG, Ticket Agent.  
**OMAHA, NEB.,** 5045 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.  
**PARKERSBURG, W. VA.,** A. J. SMITH, Traveling Passenger Agent.  
**PHILADELPHIA,** 831 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 905 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 392 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 1208 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEFELY, Ticket Agent.  
**PITTSBURG,** Cor. 5th Avenue and Wood Street, F. D. SMITH, Division Passenger Agent, E. D. STEINMAN, City Ticket Agent. 540 Smithfield Street, J. V. MCCORMICK, Ticket Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.  
**SANDUSKY, OHIO,** I. B. LOCKER, Ticket Agent.  
**SAN FRANCISCO, CAL.,** Room 1, Hobart Building, PETER HARVEY, General Agent.  
**SPRINGFIELD, ILL.,** N. J. NEHR, Division Passenger Agent, R. & O. S.-W.  
**ST. LOUIS,** 9th and Olive Streets, F. D. GILDERCLEVE, Assistant General Passenger Agent, R. & O. S.-W.; H. C. STEVENSON, City Passenger Agent, L. G. PAUL, City Ticket Agent, L. L. HORNING, Station Passenger Agent, B. N. EDMONDSON, Traveling Passenger Agent.  
**ST. PAUL, MINN.,** R. C. HAASE, Northwestern Traveling Passenger Agent.  
**TIFFIN, OHIO,** A. J. BELL, Ticket Agent.  
**VINCENNES, IND.,** W. P. TOWNSEND, Division Passenger Agent, R. & O. S.-W.  
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**WHEELING, W. VA.,** R. & O. Station, T. C. BURKE, Passenger Agent.  
**WILMINGTON, DEL.,** Delaware Avenue Station, H. A. MILLER, Passenger and Ticket Agent. Market Street Station, W. LUTHER, Ticket Agent.  
**WINCHESTER, VA.,** I. B. PATTON, Ticket Agent.  
**YOUNGSTOWN, OHIO,** JAMES AIKEN, Ticket Agent.  
**ZANESVILLE, OHIO,** JAS. H. LEE, Ticket Agent.  
**EUROPEAN AGENTS,** BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the R. & O. may be obtained at

## TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, P. & W. Lines, Pittsburgh.	O. P. MCCARTY, General Passenger Agent, Baltimore & Ohio S.-W. R. R., Cincinnati.
M. G. CARREL, General Passenger Agent, C. L. & W. Ry., Cleveland.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio R. R., Chicago.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore.	



THE DINING CAR

An Exclusively Pullman  
Train, Vestibuled throughout  
with Buffet Smoking,  
Parlor and Observation Cars.  
Unexcelled Dining and Cafe  
Car Service.



# The "Royal Limited"

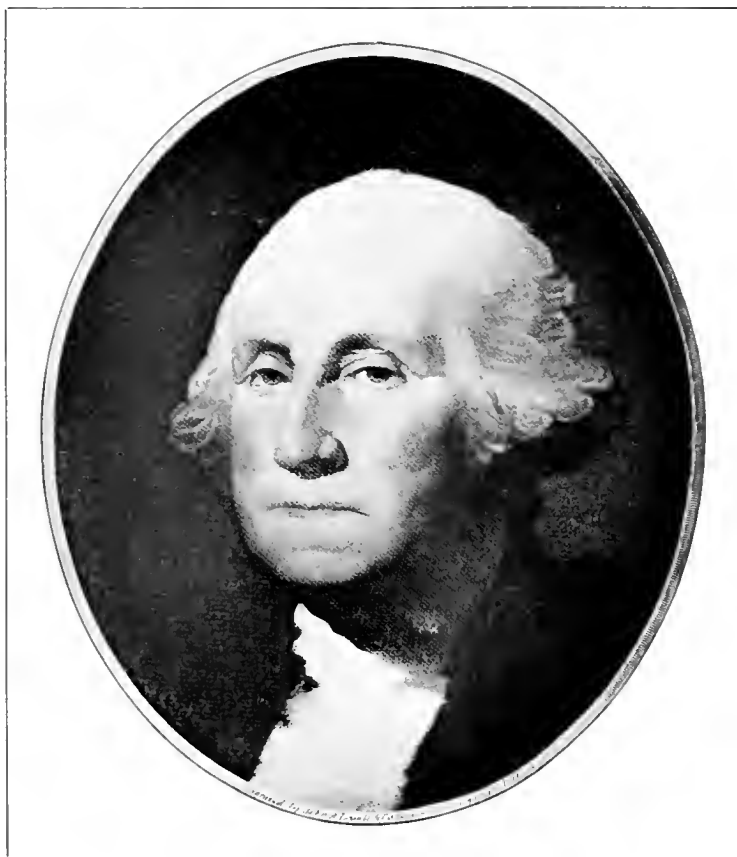


THE OBSERVATION CAR

Runs every day between  
New York, Philadelphia,  
Baltimore and Washington  
in five hours. No extra  
fare other than regular  
Pullman charge.



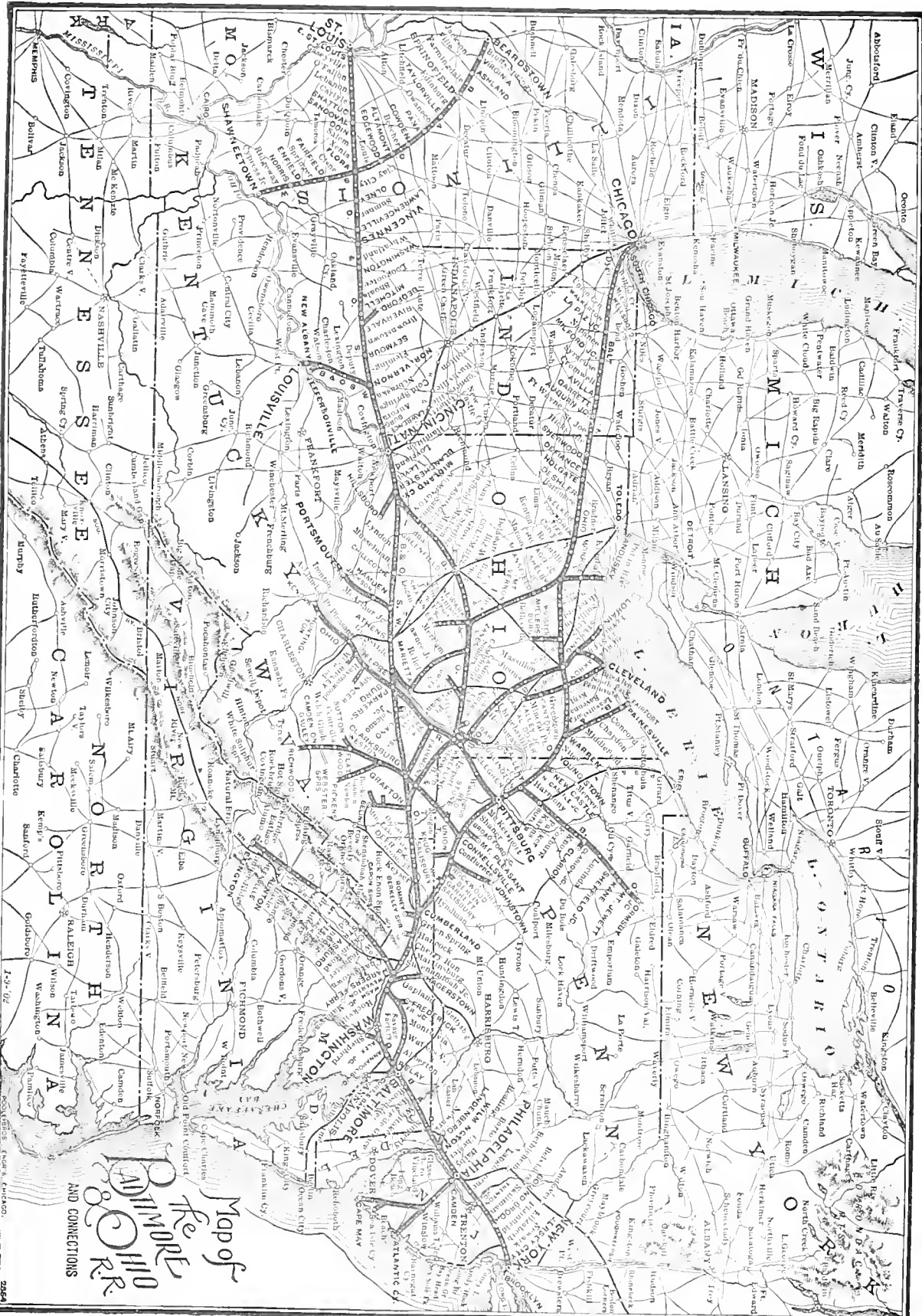
# GUIDE TO WASHINGTON



**A** MOST beautiful, artistic and practical "Guide to Washington," fully illustrated (covers engraved and printed from steel plate, portrait of Washington from original painting by Stuart, owned by Boston Art Museum), published by the Passenger Department of the Baltimore & Ohio Railroad, can be obtained from principal Ticket Agents for ten (10) cents, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

**D. B. MARTIN,**  
Manager Passenger Traffic,  
Baltimore & Ohio Railroad, Baltimore, Md.

**B. N. AUSTIN,**  
General Passenger Agent,  
Baltimore & Ohio Railroad, Chicago, Ill.



Map of  
Pittsburgh  
AND CONNECTIONS

# Baltimore

# Ohio

# R.R.

## EAST AND WEST



### CALENDAR - 1902



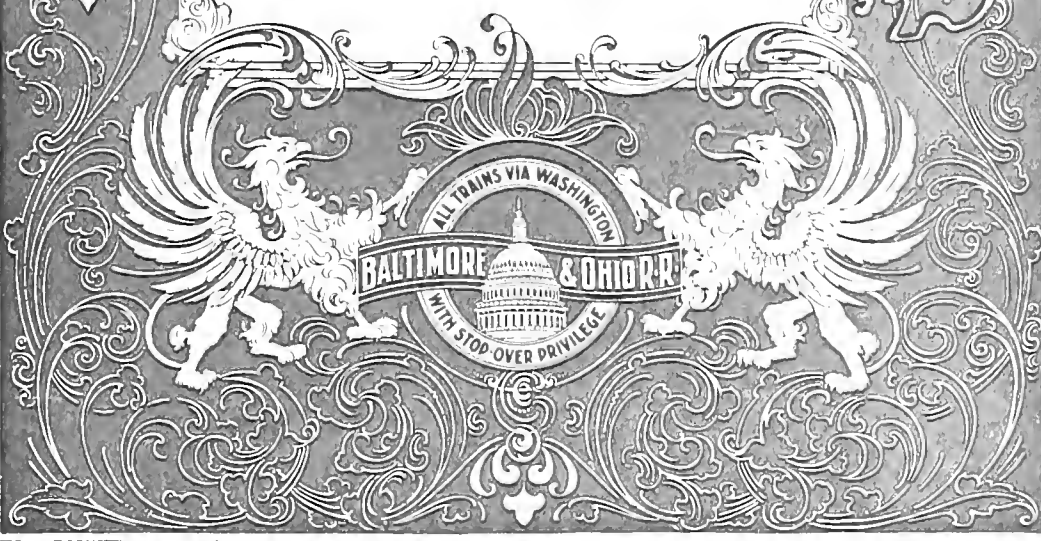
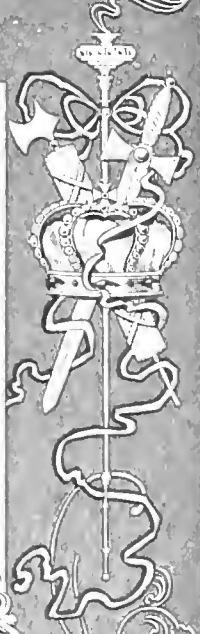
JANUARY							FEBRUARY							MARCH							APRIL						
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							29	30													31						
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			
														30													

## ROYAL BLUE TRAINS

D. B. MARTIN,  
MANAGER, PASSENGER TRAFFIC  
BALTIMORE, MD.

B. N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

# ROYAL BLUE





# South Ferry Whitehall Terminal



Most Convenient Entrance to  
**Greater New York**

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.



# 36th Annual Encampment G. A. R.

## Washington, D. C., October 6-11, 1902

### THE GREAT BATTLEFIELD ROUTE

Tickets will be sold from all points on the line of the Baltimore & Ohio Railroad to Washington at

#### GREATLY REDUCED RATES

From the territory **East of the Ohio River** tickets will be sold for all trains of October 4th, 5th, 6th and 7th, valid for return until October 11th, except if tickets are deposited with Joint Agent between October 7th and 11th, and on payment of 50 cents, they may be extended to leave Washington to November 3d, 1902, inclusive.

From the territory **West of the Ohio River** tickets will be sold for all trains of October 3d, 4th, 5th and 6th, inclusive, valid for return until October 11th, except if tickets are deposited with Joint Agent not later than noon of October 10th, and on payment of 50 cents, they may be extended to leave Washington to November 3d, 1902, inclusive.

#### STOP-OVERS

All excursion tickets to Washington, under G. A. R. Encampment will permit of stop-over in each direction at Oakland, Mountain Lake Park and Deer Park, Md., and at any other one point desired east of the Ohio River in either direction within return limit.

**From New York, Philadelphia, Chester, Wilmington and Baltimore** there are nine fast-vestibuled trains each day to Washington, with splendid Coaches, Pullman Parlor Cars and unequalled Dining and Cafe Car service. This is the famous "Royal Blue Line," including the "Royal Limited," finest daylight train in the world.

**From Pittsburg** the Baltimore & Ohio is the short route without any change of cars. Three fast-vestibuled trains daily, vestibuled throughout, with Pullman Sleeping Cars, Observation Cars and Dining Cars.

**From Wheeling**, via Gratton, three fast-vestibuled trains daily. The day train with Pullman Parlor Car and the night train with Pullman Sleeping Car.

**From Columbus**, via Belleair and Gratton, through Pullman Sleeping Cars. (Tickets will be sold also via Pittsburg.)

**From Cleveland**, tickets will be sold via Pittsburg.

**From Chicago**, two fast-vestibuled trains daily, with Pullman Sleeping Cars and Dining Cars—one via Pittsburg, the other via Newark. The shortest route with no change of cars.

**From St. Louis, Louisville and Cincinnati**, three fast-vestibuled daily trains, with no change of cars. Through Pullman Sleeping Cars, excellent Dining Car Service.

#### Stealing Railroad Engines. A Most Picturesque and Sensational Episode of the Civil War.

In June, 1861, Stonewall Jackson, under orders from General Johnston, proceeded to Martinsburg on the Baltimore & Ohio R. R. and burned a number of cars and engines. Then it occurred to one of his officers that the burning was a wanton waste as the Confederates were in need of railroad equipment. Consequently the fires were put out, the locomotives dismantled and hauled by horses and men down the pike eighteen miles to Winchester where they were again mounted on the railway tracks and hurried to Strasburg. Elated with the astounding success of their first enterprise, the Confederates continued to help themselves to other locomotives, steel rails, etc. "B. & O." property—every time they captured the road. Nineteen locomotives were thus pilfered in less than a year. They were mostly of the "camel-back" type—the last of which was but recently presented to the Purdue University at Lafayette, Ind., by the Baltimore & Ohio R. R. The brilliancy of this great feat in engineering was accredited to Col. Thomas R. Sharp, who was made master of transportation of the B. & O. at the close of the war.

#### Washington the Most Appropriate City for a Reunion of the G. A. R.

How many of the grizzled and gray-haired veterans will be able to answer the bugle call to the Nation's Capital and once more pass in grand review down Pennsylvania Avenue? How many, alas, there are, who, since the last encampment at Washington ten years ago, have been borne to their last abode with muffled drums, and laid to rest under the Stars and Stripes, while the bugle sounded taps?

Once more, and probably for the last time, comes the call—"On to Washington!" The beautiful city extends the invitation at a seasonable time—October—when the harvesting is done and the days are cool and crisp.

The call will be responded to with unusual energy by every veteran who can possibly travel. What memories will be revived, what stirring scenes recalled when their journey is via the Baltimore & Ohio Railroad—the same old "B. & O." But it will be an easier journey now than then and it would be a harder task for the "Johnnies" to make "neekties" out of the heavy 84-lb. steel rails than it was in '61 to prevent the "Yanks" from getting together.

## The Baltimore & Ohio Railroad

### AND THE CIVIL WAR

# The Baltimore & Ohio Railroad

## AND THE CIVIL WAR

### 1861-65

It was the first and most desirable point of vantage covered by both the Federal and Confederate armies. In May, 1861, the four Federal advance columns concentrated at Parkersburg, W. Va., Wheeling, W. Va., Harper's Ferry, W. Va., and at Washington. To retain the advantage, the Federal government established block houses along the railroad from the Monocacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont, and New Creek, Keiser. The B & O was the base of operations for the Federal army for nearly four years and from which the government could not take advance line earlier than November, 1864. The B & O was the means of communication between the West and the Army of the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first turned through the fanatical attempt of John Brown, in defying the laws and customs of his country, was captured or recaptured eight times in three years. The Government arsenal and armories which were located there, were destroyed by the government to prevent their capture. ONE HUNDRED AND SEVENTY-NINE BATTLES OF GREATER OR LESS IMPORTANCE WERE FOUGHT ON OR ADJACENT TO THE BALTIMORE & OHIO RAILROAD, not taking into consideration the innumerable skirmishes.

### Harper's Ferry, the Gate to the Shenandoah Valley

Where the three states of Virginia, West Virginia and Maryland come together; where the Potomac and Shenandoah rivers unite; where the towering steep of the Blue Ridge end abruptly, frowning upon the heights of Maryland and Bolivar Heights in West Virginia, lies the quaint historic town of Harper's Ferry. John Brown baptized it in blood in 1859, when he captured the town and the U. S. arsenal and made his final and fatal stand in the engine house, known afterwards as John Brown's fort, alongside the Baltimore & Ohio Railroad. A plain shaft, simply inscribed, now marks the location.

Again in 1861, grim visaged war seized the village and held it tight in its grasp for nearly four years. The deeds that were done, and the tales that are told concerning Harper's Ferry fill volumes.

The heights at Harper's Ferry guarded the Shenandoah Valley. It was a most important stronghold to be desired when some great campaign was planned by either army.

From Harper's Ferry the Shenandoah division of the Baltimore & Ohio R. R. extends southward to Charlestown, Winchester, Harrisonburg and Lexington. Battlements surround the village in all directions.

### One Hundred and Seventy-nine Battles were Fought On or Adjacent to the Baltimore & Ohio Railroad

### The Potomac River, Indelibly Linked With the Fortunes of War

"All quiet along the Potomac to night,  
Except now and then a stray picket  
Is shot, as he walks on his beat to and fro  
By a rifleman hid in the thicket."

But it was not always quiet along the Potomac. For four long weary years the valley through which the river winds, and which now is a dream of peace and prosperity, was hotly contested ground for the great armies of the North and South.

The Baltimore & Ohio Railroad follows the famous stream for near a one hundred and fifty miles from Piedmont, W. Va., to Washington Junction, Maryland, and both river and railroad were crossed and recrossed time and again by the contending armies. The battles of Antietam, South Mountain, Monocacy and Gettysburg were all fought north of the main line of the B. & O. Harper's Ferry, picturesque and beautiful, lies on the sharp northeastern point of West Virginia, whose rock bound sides guide the gentle Shenandoah to its confluence with the Potomac.

### The Shenandoah Valley, the "Valley of Dispute," "Sheridan's Ride"

The beautiful valley of the Shenandoah, known in the army as the "Valley of Dispute," suffered more than any one section of country. A branch of the Baltimore & Ohio Railroad extends southward through it from Harper's Ferry to Strasburg and from Harrisonburg to Lexington, with the Southern Railway forming the connecting link. The Blue Ridge on the east and the Shenandoah Mountains on the west, echoed with the roar of artillery and the crack of musketry almost continually during '61, '64 and '65.

Hadtown, Charlestown, Summit Point, Winchester, Opequon, Kernstown, Middletown, Cedar Creek, Strasburg, Fisher's Hill, Woodstock, Mt. Jackson, New Market, Harrisonburg, Cross Keys, Staunton and Lexington, following each other consecutively down the road, were battle stained over and over.

Winchester suffered the most. Cedar Creek was perhaps the fiercest, where Sheridan became immortalized in history for his famous ride from Winchester.

## 36th Annual Encampment G. A. R.

Washington, D. C., October 6-11, 1902

# 36th Annual Encampment G. A. R.

## Washington, D. C., October 6-11, 1902

### SPECIAL RATES FOR SIDE TRIPS TO Battlefields and Prominent Points

Tickets via routes and at rates named below will be on sale at stations designated during the Encampment

TO	FROM	FARE
<b>Beverly, W. Va.</b> ..... And Return.	Grafton, W. Va.....	\$1.94
<b>Gettysburg, Pa.</b> ..... And Return.	Cherry Run, W. Va.....	1.75
<b>Gettysburg, Pa.</b> ..... Returning to Weverton.	Cherry Run, W. Va.....	1.75
<b>Gettysburg, Pa.</b> ..... And Return.	Washington (via Hagerstown) .....	3.35
<b>Gettysburg, Pa.</b> ..... And Return.	Weverton .....	1.35
<b>Gettysburg, Pa.</b> ..... Returning to Cherry Run.	Weverton .....	1.75
<b>Keedysville, Md. (Antietam)</b> ..... And Return.	Weverton .....	.40
	Washington .....	1.95
<b>Mt. Vernon, Va.</b> ..... And Return.	Washington (via boat) .....	(a) .75
<b>Mt. Vernon, Va.</b> ..... And Return.	Washington (via trolley) .....	(b) .50
<b>Norfolk, Va.</b> ..... <b>Old Point Comfort</b> ..... And Return.	Washington (via N. & W. S. B. Co.).....	3.00
<b>Philippi, W. Va.</b> ..... And Return.	Grafton .....	.73
<b>Virginia Battlefield Points</b> ..... And Return.	Harper's Ferry .....	One Fare for the Round Trip
<b>Virginia Battlefield Points</b> ..... And Return.	Shenandoah Junction.....	One Fare for the Round Trip
<b>Virginia Battlefield Points</b> ..... And Return.	Washington .....	One Fare for the Round Trip
<b>Points on B. &amp; O. R. R.</b> west of Washington, D. C., to and including <b>Grafton, Philippi, Strasburg Junction, Hagerstown, Fred- erick</b> and intermediate stations..... And Return.	Washington .....	One Fare for the Round Trip
<b>Chester, Pa.</b> ..... And Return.	Washington .....	5.50
<b>Baltimore, Md.</b> ..... And Return.	Washington .....	2.00
<b>New York City</b> ..... And Return.	Washington .....	10.00
<b>Newark, N. J.</b> ..... And Return.	Washington .....	9.75
<b>Wilmington, Del.</b> ..... And Return.	Washington .....	5.00

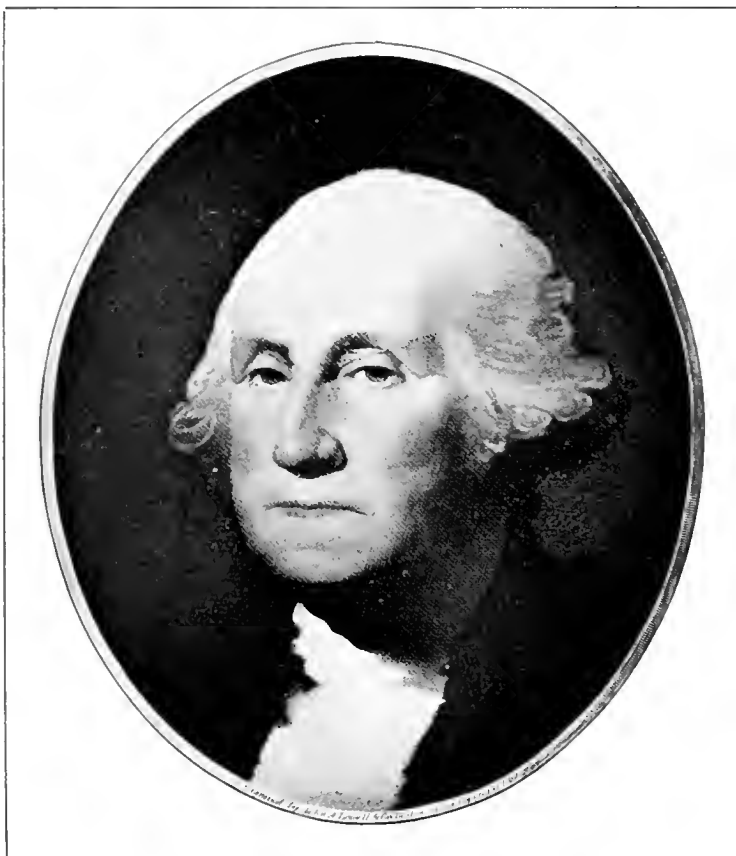
(a) Admission to Mt. Vernon grounds included.

(b) Admission to Mt. Vernon grounds not included

## The Baltimore & Ohio Railroad

### AND THE CIVIL WAR

# GUIDE TO WASHINGTON



**A** MOST beautiful, artistic and practical "Guide to Washington," fully illustrated (covers engraved and printed from steel plate, portrait of Washington from original painting by Stuart, owned by Boston Art Museum), published by the Passenger Department of the Baltimore & Ohio Railroad, can be obtained from principal Ticket Agents for ten (10) cents, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

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DEER PARK, MARYLAND

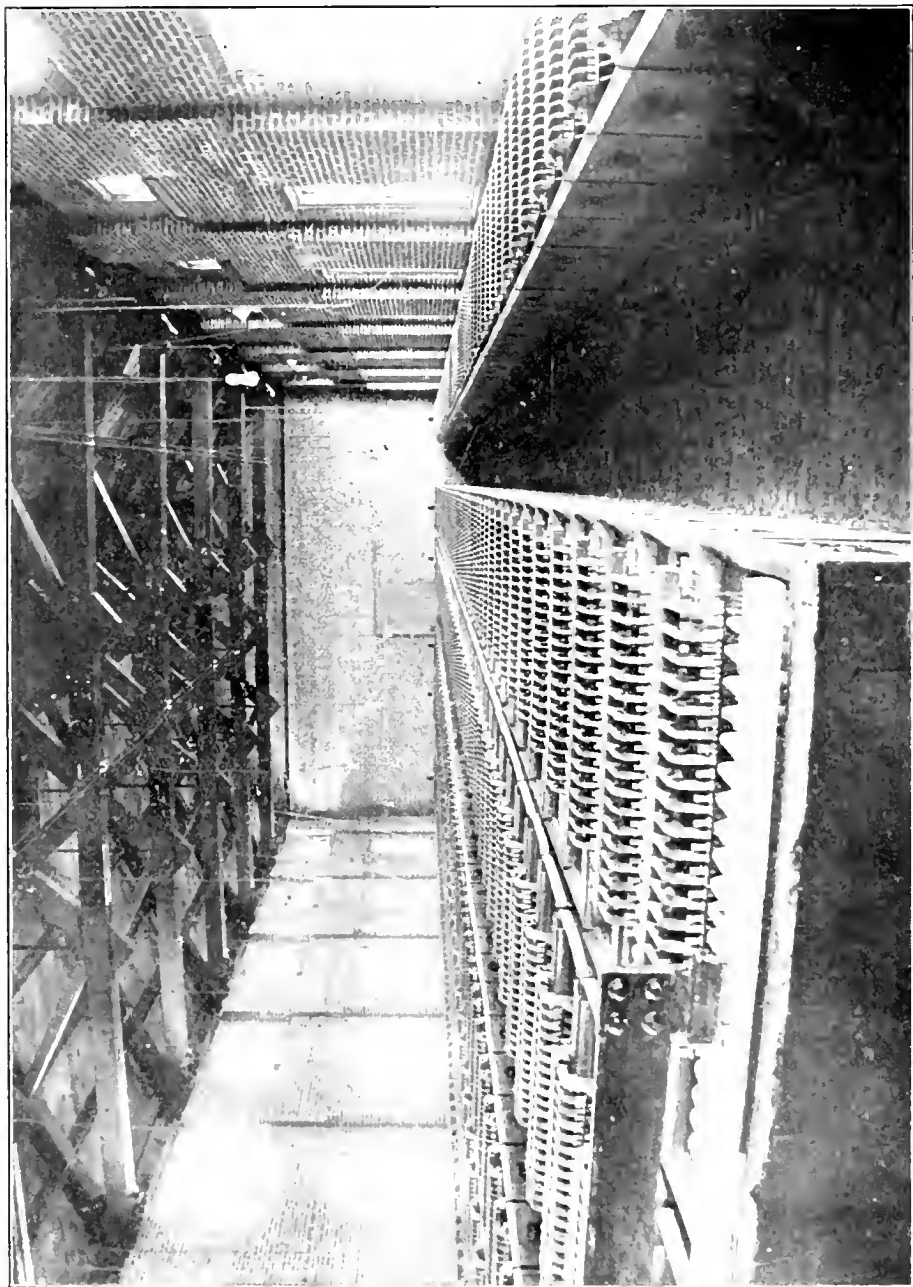


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STORAGE RAILWAY HOUSE OF BALTIMORE A OHIO RAILROAD ELECTRIC SYSTEM MOUNT ROYAL STATION, BALTIMORE, MD

# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V

BALTIMORE, JULY, 1902.

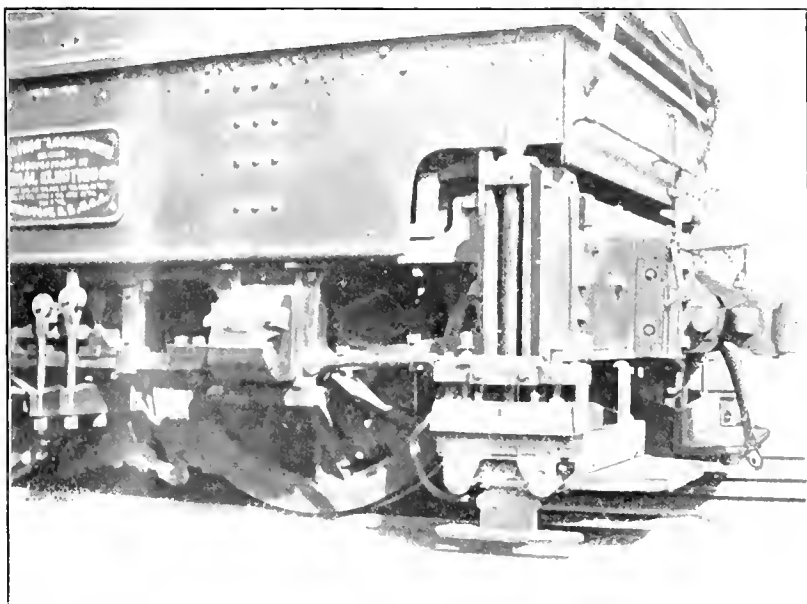
No. 10.

## THE ELECTRICAL THIRD RAIL SYSTEM IN USE ON THE BALTIMORE & OHIO RAILROAD.

BY W. D. YOUNG, ELECTRICAL ENGINEER, BALTIMORE & OHIO RAILROAD.

ON August 4 the Baltimore & Ohio Railroad will turn its seventh annual milestone in the history of electrically operated freight and passenger trains, over a section of a regular division (the

In the early part of the year 1892, as the world's greatest dirt tunnel was nearing completion, and which was to act as a substitute in transporting trains underneath Baltimore in preference to the method then



THE CONDUCTING SHOE WHICH CONVEYS THE CURRENT FROM THE THIRD RAIL TO THE ELECTRIC LOCOMOTIVE. EACH LOCOMOTIVE HAS FOUR, ONE ON EACH CORNER.

Philadelphia), of unusually heavy traffic, at Baltimore.

It may be of interest to reiterate what has been done and to write, for the information of those interested, that page still unwritten and which is most important, when considered from a point of electrical progress and advancement.

in vogue, of transferring them by means of steam ferries across a branch of the Chesapeake Bay, the officials of the Baltimore & Ohio Railroad began to formulate in their minds definite ideas as to how they might best handle their trains over the new section to be opened.

In May, of that year, a contract was



REAR VIEW OF ELECTRIC MOTOR AT CAMDEN STATION, BALTIMORE, SHOWING ONE CONDUCTING SHOE IN CONTACT WITH THIRD RAIL THROUGH THE SLOT

closed with the General Electric Company in which the latter guaranteed to satisfactorily handle the service of the company over this new route by means of electric locomotives.

This section of the Philadelphia division, known as the Belt Line, consisted of four miles of double track, two miles of which is four tracked, extending from Camden Station, Baltimore, on the west, to Waverley, on the east.

In order to electrically operate it, it was necessary to construct a power plant, in which was consolidated all of the electric machines that were used by the company at that time in various manners and ways for producing current for lighting its many stations, wharves and terminals. This station, when first constructed, was of about 2,500 horse power capacity, and has since been increased to 3,500 horse power, and later supplemented by a storage battery, again nearly doubling the current output of the station.

It was further necessary to introduce a

means of conducting the electrical current from the power house to the locomotives as they passed over the line doing their work. For this purpose an overhead conducting system was erected, consisting of two Z-bars held in place by a covered plate and placed in such a manner as to form a box-like construction, by means of a series of overhead columns linked together by means of catenaries, to which the conductor was attached at comparatively short intervals. Inside of the tunnels, of which about one-half of the Belt Line consists, the construction was modified only by means of its support.

In this overhead slot the conducting shoe carried on the locomotives, was allowed to slide. This means of conveying current to the locomotive remained in use until last March, at which time the overhead system was abandoned and the third rail system substituted in its place. The third rail is placed along the outside of the east and west bound tracks. It is supported by means of a guard and insulator stand, which is attached to ties at centers of





ELECTRIC MOTOR IN MOUNT ROYAL STATION, BALTIMORE, SHOWING THE RIGHT-HAND CONDUCTING SHOE IN CONTACT WITH THE THIRD RAIL, WHICH IS ENTIRELY COVERED AND PROTECTED.

approximately twelve feet. These guard and insulator stands form a support for planks placed on either side of the rail, acting as a guard to prevent employees coming in contact with it.

Through the two passenger stations, Camden and Mount Royal, which are about a mile and one-half apart at the ends of the tunnel passing under the city, it was necessary to modify this construction in such a way as to prevent all possibility of

the traveling public coming in contact with the charged conductor. To accomplish this, there were several precautions taken. The third rail was laid through the station at the standard height and on the insulators in the regular way, but it was completely covered over, the conducting shoe being allowed to make contact through a wooden covered slot supported by iron members from the under side.

In addition to this, the rail was cut



MOUNT ROYAL PASSENGER STATION, BALTIMORE, SHOWING ELECTRIC MOTORS AND SWITCH TOWER.



A COMPREHENSIVE VIEW OF THE MANNER IN WHICH THE THIRD RAILS ARE PROTECTED AND GUARDED IN MOUNT ROYAL PASSENGER STATION, BALTIMORE. THE BLACK LINES IN CENTER ARE THE SLOES THROUGH WHICH THE CONDUCTING SHOE OBTAINS CONTACT WITH THE RAIL.

into sections, each of which was insulated from the one next adjoining, and controlled by the Murphy safety switch in such a way that the current would be on this section only when the locomotive was passing over that particular section. In the same way, all rails adjacent to crossings of foreign roads, special work and in the yard, the third rail was cut up in sections and protected by safety switches.

The question very naturally is asked by the casual observer: "Why would a system that has worked so well as the overhead unquestionably has, be replaced by another?" There are several very good reasons for this, among which may be enumerated the following:

The initial cost of the third rail was only about twenty-five per cent of the overhead; it is easily adapted to any change that may be desired in the track from time to time; it is more easily repaired and has a very much lower percentage of depreciation.

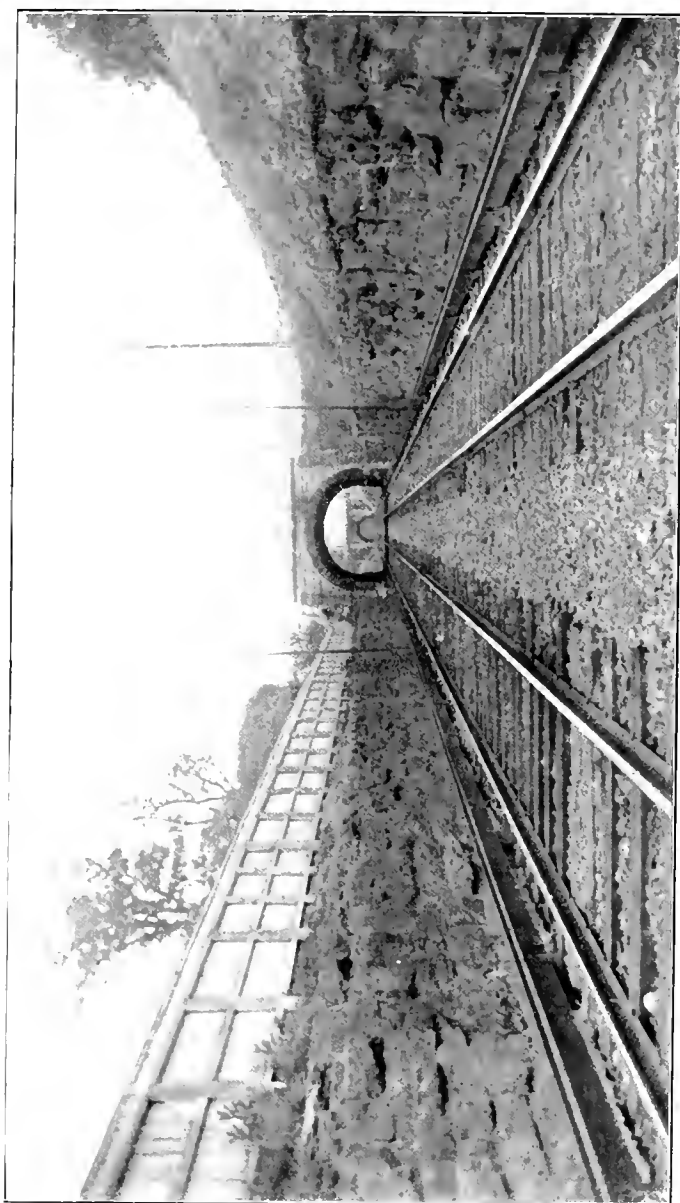
Again the question is often asked: "Is not this third rail conductor dangerous, particularly when adapted to use on surface railroads?"

At first thought it apparently is, but these objections are not found to be justified in actual practice, providing a reasonable amount of pre-caution and care is taken to warn the trespasser. The writer holds that outside of stations no one, employes

excepted, have any right on the right of way of the large steam railroads of the present day, and through the polite little warnings given to the meddlesome employee, it is surprising to see how quickly and with what reverence this type of construction is regarded.

The third rail construction is a most flexible one, but in certain cases it was found necessary to resort to special types of construction hitherto unemployed, in order to handle such excessively heavy currents as are required through special work which had been constructed without any regard to electrical adaptability. It is a comparatively simple matter to handle currents as high as 500 amperes on a train to which may be attached at the sides several conducting shoes, for the purpose of giving a span, or reach, of the shoes in making crossings or passing special work; and, furthermore, to give the multiple contact in order to convey the current from the rail to the motors without sparking. In the case at hand, however, conditions were very different. The maximum reach that it is possible to obtain on our locomotives is, approximately, twenty-eight feet. By this is meant the distance between the shoes, of which there are four, one on each corner of the locomotive.

In handling freight and passenger trains up the grade, which varies from eight-tenths to one and five-tenths per cent,



OUTSIDE OF THE CITY THE THIRD RAIL LIES OUTSIDE OF THE MAIN TRACKS



THE OLD AND THE NEW WAY SHOWING THE THIRD RAIL AND THE OVERHEAD FRAME WORK WHICH HAS SINCE BEEN REMOVED

it is not practicable to resort to the very common practice of shutting off the controller and allowing the train to drift over the crossings or special work. With our locomotives it is necessary that there should be one shoe making perfect contact with the rail at all times. To accomplish this it was necessary to construct a special shoe mechanism and to introduce in special work movable rails. The movable rails were placed in special work where it was necessary to have a contact rail in such a position that the shoe might take current from same when the locomotive is passing and might be dropped to a low position to enable the steam locomotives passing in a diagonal direction or on an adjacent track without interference. These movable rails consist of a T section, mounted on insulated blocks, all of which are raised into position or dropped by the operator at the interlocking tower.

In the design of the shoe it was necessary to construct one that would conduct at least 2,500 amperes without sparking. This may seem like a very simple problem, but to those who have had experience in this line, the difficulty will at once be appreciated. However, a shoe was designed which fulfills all these requirements in a most satisfactory manner. This shoe has eight distinct movements, all of which are made and fixed within certain ranges. They are: Up, down, out and in, the rocking of the shoe laterally, and the tilting in either

direction in order to take the inclines.

It may be of interest to show how much, within the past seven years, the demand on this electric service has increased, due to the increased number and weight of trains. In September, 1895, there were hauled by the electric locomotives, 333 freight trains; in May, 1902, 641 freight trains. Originally the passenger trains were not handled by the electric locomotives, but as a substitute coke burning locomotives were used over the Philadelphia division so as to emit, while passing through the tunnels, as little smoke as possible. It was subsequently found, however, that the electric service was so satisfactory that the passenger service since it was inaugurated has been continued.

On account of their being an up grade, east bound, freight and passenger trains are handled only in one direction, as power is not necessary for trains west bound. This is one of the reasons that often gives to the observer the idea that all freight and passenger trains are not being handled electrically.

In this description, which must necessarily be shorter than the subject deserves, is outlined in a general way what the Baltimore & Ohio has accomplished; and there has been detailed more fully its recent third rail construction for the reason that every one is more or less familiar with the original construction, there having been many published descriptions of this installation.



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PATRIOTISM

By permission Lodge Monthly

## THE PSALM OF THE OLD SOLDIER.

BY W. D. NESBIT.

THE blue is fading into gray,  
Just as when sunset comes  
With bugle calls that die away  
And softly throbbing drums;  
The shadows reach across the sky  
And hush the cares of day;  
The bugle call and drum beat die—  
The blue fades into gray.

The gray is blending into blue—  
A sunrise glad and fair,  
When, in the richness of the dew,  
The roses riot there;  
The bitterness of yesterday  
Is lost to me and you;  
The blue is fading into gray—  
The gray blends into blue.

They're sleeping now the long, long sleep—  
The boys who wore the blue;  
Above the gray the grasses creep—  
And both were good and true;  
And in the twilight of our life—  
The ending of the way—  
There comes forgetfulness of strife—  
The blue fades into gray.

Above each mound the lily glows,  
And humble daisies nod;  
The ruby glory of the rose  
Sheds luster on the sod;  
The tears — the tears — they are the dew  
That greets the coming day;  
The gray is blending into blue—  
The blue fades into gray.

## THE RAILROAD TICKET AS A COMMODITY.

TO the student of economy who takes time to compare values, and to the man who don't have time to spare, but prefers to have such problems worked out and set before him, the following comparison of railway fares, with other purchasable commodities, is perhaps interesting. The oft-repeated phrase: "The railway fare is the smallest part of the cost," has become almost idiomatic. It originated with the American people and is based on fact. There is no other purchasable commodity so cheap in comparison.

Should we take into consideration the most important value of travel, *i. e.*, the moral value, the comparison would necessarily end; for it is travel that broadens one's sphere and enlarges one's earning capacity. Hence the interest on the investment from that standpoint precludes comparison. Therefore, it is with the intrinsic value of the railroad ticket in dollars and cents that this article has to deal, and particularly with the "excursion" ticket.

At all seasons of the year the railroads name excursion rates to various parts of the country; in fact, to the very points to which the bulk of travel is directed according to the season. It is then, particularly, the railroad ticket becomes the cheapest thing that can be purchased. For example, take any of the great conventions that are held throughout the year and particularly in the spring, summer and fall, when the railways name "one fare" for the round trip "from all points on the line." More specifically, take the National Encampment of the G. A. R., which will be held at Washington next October, and figure out what a small amount of money will purchase.

"Special low rates from all points" is the talismanic phrase which invites direct attention, and an examination into the rates from distant points, as announced via the Baltimore & Ohio lines, fully bears out the foregoing statements.

The rate from Chicago to Washington and return is \$15.85 for a journey of 1,584 miles by the shortest route, or for the low rate of one cent a mile; the rate from St. Louis is \$17.90 for the round trip for 1,788 miles; from Cincinnati, \$11.10 for 1,106

miles; from Columbus, \$10.00 for 942 miles; from Pittsburg, \$8.00 for 604 miles.

Do you keep a horse or do you ride twice a day on the street cars? How does the cost of the railroad ticket compare with your other investments, taking into consideration the accommodations received and the distance traveled? You are purchasing more than your ride. You are purchasing a desired privilege or object you wish to attain; in other words, a commodity.

Presuming, then, you have your ticket and have realized a profit on your first investment, investigate fully what you are getting for your money. This particular ticket to Washington permits stopping off at certain designated points, not granted at other times. These stop-overs have a direct relationship to the purpose for which the special rate ticket was issued. Permission is given to stop off in each direction at Oakland, Mountain Lake Park and Deer Park, Maryland, the three most delightful summer resorts in the Alleghany Mountains. In addition to which you may choose any other one point on the Baltimore & Ohio lines east of the Ohio River en route to or from Washington within the return limit of your ticket. Furthermore, you are given a choice of four days on which to start your journey—October 3, 4, 5 or 6—and the ticket is valid for return until October 14. But should you desire a longer limit you have the additional privilege of having the limit extended to leave Washington until November 3, by depositing your ticket with a specified agent at Washington at any time between October 7 and 14 and paying a fee of 50 cents.

But this is not all. During the encampment a number of side trips have been planned for the investor, for which, instead of being offered at the regular rate of fare, the rate has been reduced one-half in almost every case. A long list of battlefields and prominent cities is designated. The rates are named from Washington or from some other point on the regular route reached by branch lines. The points selected are those which are most likely the ones to be desired by the purchaser, namely:

Beverly, W. Va.; Gettysburg, Pa.; Keedysville (Antietam), Md.; Mt. Vernon, Va. (Washington's home and tomb); Norfolk, Va.; Old Point Comfort, Va.; Philippi, W. Va.; all the Virginia battlefields in the Shenandoah Valley via Harper's Ferry or Shenandoah Junction, Hagerstown and Frederick, Md.; Chester, Pa.; Baltimore, Md.; Newark, N. J.; Wilmington, Del., and New York City and Atlantic City.

Summarizing, the purchaser of an excursion ticket to Washington next October gets a railroad ticket which takes him there and back, carries his baggage free, permits him to stop off at four places, either going or returning or both, without charge;

puts him in position to reach other places he desires to visit and at an equally low cost, and allows him thirty days to do it all in.

No greater investment can be offered to the traveling public, from a money point of view, to say nothing of the opportunity offered to make a patriotic pilgrimage to the National Capital on an auspicious occasion for a comparatively insignificant sum.

As an educator there is no other trip in America that can equal it mathematically, geographically or historically. As a pleasure it certainly abounds with almost every opportunity; and, as a purchasable commodity, it is "within the reach of all."

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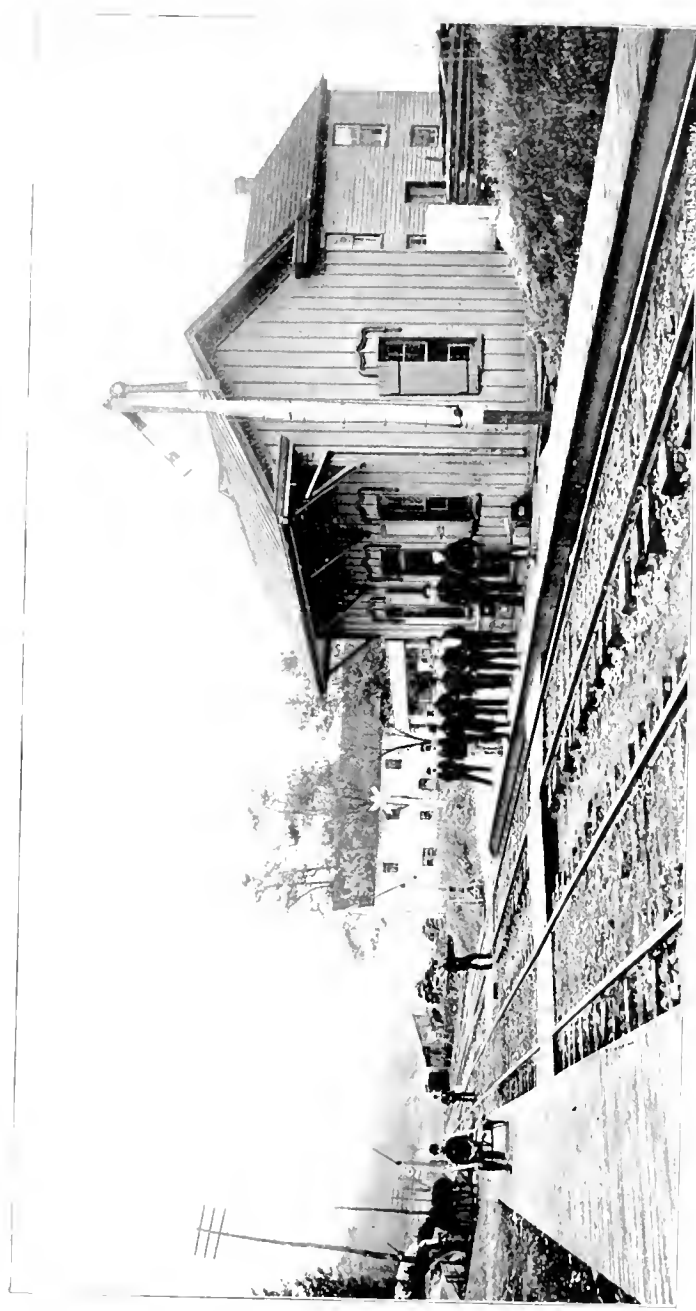
## **A Valuable Souvenir for Civil War Veterans.**

The Passenger Department of the Baltimore & Ohio Railroad have issued an elaborate souvenir in honor of the 36th Annual Encampment of the G. A. R., to be held at Washington, October 6-11, 1902.

The souvenir is in the form of a book or folder of 40 pages, with complete description of the stirring events which occurred on or near the lines of the Baltimore & Ohio Railroad during the Civil War. The cover is lithographed in striking colors, with an allegorical representation of the G. A. R. parade passing the Capitol in grand review. A detailed map in colors shows the location of principal battlefields from the Ohio River east to Washington, and from the Gettysburg field to the Appomattox River. Other authentic maps show the positions of the armies on the fields of Gettysburg and Antietam. A concise description of the territory and battles is given in the fewest possible words. No less than 179 battles were fought in this region, to say nothing of the various skirmishes.

A complete "Guide to Washington" closes its pages, making the book absolutely indispensable to the soldier who contemplates attending the great encampment. The pamphlet is free to all on application to principal ticket offices of the Baltimore & Ohio Railroad. In making application in writing, enclose two-cent stamp to cover postage.





NORTH MOUNTAIN W. & A. STATION BALTIMORE & OHIO R. A GROWING SUMMER RESORT IN THE ALLEGHANY MOUNTAINS

## THE MARTYRDOM OF THREE HEROES OF THE CIVIL WAR.

BY COL. ALEXANDER K. M'CLURE IN CHICAGO INTER OCEAN.

GREAT achievements in war or peace always develop the desperate struggles of ambition and violence of passion which seek to dim the lustre of those who have been most successful. The long and bitter Schley controversy, which, however regarded as a closed incident by the authorities at Washington, is still a vital issue with the great mass of the people, is a pointed illustration of the penalties which are inseparable from those who attain pre-eminence. It is only in time of war, when political issues are likely to be subordinated to the overshadowing issue of public safety, that great wrongs can be committed upon individuals of heroic achievement, and be sustained, or at least tolerated, for a time by the public sentiment that so often asserts its omnipotence in revising the acts of its rulers.

There were three conspicuous instances in which personal degradation was officially inflicted upon men who attained high distinction in the discharge of their military duties. They were the cases of General Fitz John Porter, General G. K. Warren, and Surgeon-General Hammond, all of whom were doomed to disgrace by military court-martial, and had to brave the condemnation of the government to which they had given their best services for many years; but when the tide of passion had spent its fury and the power of mean ambition had been broken, all of them were fully acquitted by like tribunals chosen solely in the interest of justice. In the passions of war military courts are, as a rule, organized to acquit or to convict as the government demands, and as the judges are created by the government the judgment of the court invariably reflects the government's purpose.

The most conspicuous instance of injustice ever inflicted upon any military officer in the history of the country was suffered by General Fitz John Porter, and it was not until after he had suffered for a full score of years under an unjust judgment, which not only dismissed him from the army, but made him ineligible to any office of civil trust under the government, that his vindication was attained; but when it came his

justification was so complete and overwhelming that even his accusers who yet survived were compelled to cease their fiendish work and bow before the unstained heroism of the soldier they had so wantonly and vindictively dishonored.

I met Fitz John Porter soon after the surrender of Sumter. He was then on the staff of General Scott, and was sent to Harrisburg to represent the Commander-in-Chief in the sudden and somewhat confusing military movements which were being made under the first call of the President for troops. Few of the present can appreciate the appalling horror of civil war. Our people had for many years been trained to peace, and when threatened with civil war that arrayed brother against brother and state against state, it was a condition that even the most dispassionate and heroic could contemplate with the profoundest sorrow.

I was present at the military conferences in Governor Curtin's office, and heard the Governor, General Patterson, Major Porter, and the Governor's personal staff discuss the situation. The Baltimore riots had just completed their work of devastation; had cut the North off from its Capital by the destruction of the telegraph and railway bridges, and for nearly three days the state authorities were without advices from Washington. Porter was then in all the vigor of his youth, and his finely chiseled face and flashing eye when he entered into discussion commanded not only the respect, but the admiration of all about him. The troops then rushing to the front were simply unorganized mobs, and no information could be obtained as to the condition of affairs in Baltimore. As the number of the troops increased they were advanced as far as New York, and grave consultations were held time and again as to the propriety of advancing them beyond that point.

General Patterson had been a soldier in two wars, and was a brave and discreet commander. He naturally hesitated, as did the Governor, about marching raw troops toward Baltimore, where they might precipitate a struggle with the well-organized

and armed mobs in possession of that city. Porter was modest in manner and patiently heard the views of Patterson, the Governor, and others, and when appealed to for his judgment as to the line of action to be adopted, his handsome face sparkled with his patriotic impulses as he declared :

"I would march the army through Baltimore or over its ashes to reach and protect the capital of the nation." The impression made by Porter upon all who were present made them the first to protest against the judgment of the court-martial that degraded Porter, and the first application made to President Grant for a revocation of the judgment, or a review of the case by a dispassionate tribunal, was headed by Governor Curtin of Pennsylvania and Henry Wilson of Massachusetts.

Porter proved himself to be one of the most accomplished and heroic commanders of the Army of the Potomac. He was the only one of McClellan's corps commanders who fought three pitched battles in which he alone commanded, and in which he won the admiration and the gratitude of the government and of the people. He proved that he was much more than a mere corps commander at Mechanicsville, Gaines Mills, and at Malvern Hill, but the failure of McClellan's peninsula campaign developed an implacable personal quarrel between Secretary Stanton and McClellan, and from that time Stanton was as earnest and systematic in his efforts to overthrow McClellan and all of his favorite lieutenants as he was to overthrow the enemy.

General Pope had been brought from the West and given a new department, embracing the defense of Washington and the armies of McDowell, Fremont and Banks, and when Lee appeared for the second time on the plains of Manassas Pope was out-classed in generalship from start to finish, and was finally driven into the defenses of Washington. He began his campaign as a blatant braggart, and when he was defeated by inferior numbers he was compelled to confess his utter failure as a military chieftain or to find some victim upon whom the retributive stroke due to himself must fall. A brave, honest soldier would have told the truth, but the bombast looked for a victim upon whom he could inflict the shame that justly belonged to himself, and he immediately made formal charges against Porter for disobedience of orders, and Porter was at once relieved of the command of his corps.

Just then the situation was too serious to indulge in the inventions of bombast or individual hatreds, and President Lincoln, without consulting his cabinet, called upon General McClellan at his home and requested him to assume command of the defenses at Washington, which gave him command of the entire forces of the Army of the Potomac and of Pope's army. Stanton and other members of the Cabinet earnestly protested, but Lincoln knew McClellan's superb qualities as a defensive officer and his great abilities as an organizer, and when he decided upon his course of action the Cabinet knew that protest was needless.

After Lee had crossed the Potomac and marched toward Antietam McClellan asked the President to restore Porter to his command, and it was promptly done. He accompanied McClellan to Antietam, commanded the center of the army in that action, and a few days thereafter was personally thanked on the battlefield by President Lincoln himself for the splendid service he had rendered the country. When Lee crossed the Potomac into Virginia Porter led the advance, and with his single corps he successfully fought the battle of Shepherdstown.

Some weeks latter, when McClellan was removed from the command of the army, Pope's charges against Porter were revived, and a military court was appointed by Stanton and studiously organized to convict. Porter met every accusation in the frankest manner, and when the case had closed he was so fully satisfied of his acquittal that he asked to be assigned to active duty before the finding of the court was announced. I saw him in Washington when the case had been under consideration by the court some time after the testimony and arguments had closed; he was in excellent spirits, and told me that he had an appointment with the President that evening, his purpose being to urge an immediate assignment to active duty in the field. The fatal judgment of the court had then been rendered, but had not passed through the various channels necessary to enter into the final decree. Lincoln heard him patiently, and although the President then knew of the verdict of dismissal, he gave no intimation to Porter that his services would not be wanted.

Lincoln hesitated long before he gave his approval to the judgment of the court, and it is one of the few acts that Lincoln sincerely regretted at the time and ever

after. He did not believe Porter to be faithless, but he knew that Porter was a devoted friend of McClellan; that all of McClellan's officers regarded Pope as a bombastic incompetent, and there was direct and positive testimony from inflamed or deliberately dishonest witnesses declaring that Porter had not co-operated with Pope. McClellan had then been permanently retired from the army, and new conditions and new and grave military necessities confronted Lincoln; and while he did not approve of the judgment against Porter, he felt that Porter and others of his type merited admonition to insure some measure of harmony in military affairs, and he finally decided that to approve the judgment would be the least of the evils presented to him.

Had Lincoln survived the war there is little doubt that he would have been among the first to give vindication to Porter when the whole truth became accessible.

The conflicts of ambition in military and naval affairs often greatly surpass conflicts in our civil courts between inflamed litigants who summon perjury for their own protection. So vindictive and desperate were the enemies of McClellan and Porter, and so tireless were they in manufacturing testimony against them, that not only the loyal sentiment of the country, but most of the military commanders accepted the judgment of the Porter court as measurably or wholly just.

General Grant, who was not in any way involved in the controversy as a military commander, came into the Presidency fully impressed with the conviction that Porter was perfidious to Pope in the second battle of Bull Run, and he stubbornly refused to give Porter an opportunity to reopen his case before a dispassionate tribunal; but, after he had retired from the Presidency, at Porter's request he carefully examined the Union and Confederate records of that battle, and in the *North American Review* of December, 1882, he published an article over his own signature, headed: "An Undeserved Stigma," in which he not only declared, but fully demonstrated from the records, that Porter was not only guiltless of refusing to aid Pope, but that Porter had exhibited the highest qualities of a true soldier in acting as he did.

President Hayes, who was a brave and intelligent soldier, took up the subject and investigated it carefully, and he finally appointed Generals John M. Schofield,

Alfred H. Terry and George W. Getty as an advisory board to rehear the case and report to the President. None of these officers was regarded as specially friendly to Porter, but they were accepted as entirely capable of judging intelligently and fearlessly enough to report the truth.

The case attracted much attention, and the unanimous judgment of the court gave Porter the most complete vindication. The finding of the court not only relieved Porter of all accusations of failing to perform his duty, but said: "Porter's faithful, subordinate and intelligent conduct that afternoon saved the Union army from defeat, which otherwise would have resulted that day in the enemy's more speedy concentration. \* \* \* Porter had understood and appreciated the military situation, and so far as he acted upon his own judgment his action had been wise and judicious."

Three of our most experienced, intelligent and dispassionate military commanders had put the enemies of Porter to shame by declaring that he was not only innocent of disobedience, but exhibited the best attributes of great generalship. But Congress was slow to act; the passions of war still ruled in political circles, and it was not until 1885 that Congress passed a bill restoring Porter to the army role. It was vetoed on technical grounds by President Arthur, and the next year, on the 7th of August, 1886, Congress passed an act that was approved by the President, restoring Porter to his old position on the army roll, to accept in his own discretion either active service or to be retired.

Twenty-two years had passed, during which he was practically isolated from military associations, and he accepted a position on the retired list of the army. General Terry, who was not in any sense a partisan of Porter, but who was a member of the new commission had become profoundly impressed with the terrible injustice done to Porter, illustrated his chivalrous character by proposing that Porter should be advanced to the position of Major General, to which Terry was just then entitled as the ranking Brigadier General, but Porter manfully refused to stand in the way of the promotion of the brave officer who had given him his vindication.

Few persons of to-day can have any conception of the humiliation inflicted upon General Porter. He had a family growing up about him, and he was without fortune

to supply them with the necessaries of life. He had been heralded throughout the whole land as a traitor, and when he was sent to Colorado, a few years after his dismissal from the army, as chief engineer in the erection of a mining mill, the Legislature of the territory passed resolutions demanding that he should leave Colorado because of his record as a traitor to the Union. He lived a most unobtrusive life, and never appeared conspicuously on public occasions. I met him frequently at small dinners, where some of his old military friends were glad to welcome him, but throughout the long period of his life, when he should have been most useful to his country, to himself and to his family, he was looked upon as a traitorous soldier, and escaped insult by his severely retired habits of life.

He had a large circle of devoted friends in New York city, where he resided, and was made Commissioner of Public Works and later Police Commissioner. Soon after his restoration to the retired list of the army he settled in a quiet and modest home in New Jersey, and fretted out the evening of a life that had been so fearfully and so unjustly shadowed, until the spring of 1901, when he was borne by sorrowing friends to his final resting place with the dead.

General Gouverneur K. Warren, one of the most accomplished corps commanders of the Army of the Potomac, was summarily relieved from his command in the last battle of the war at Five Forks, after he had made a record second to no other corps commander in that army. He was a quiet, unassertive officer, excepting in the strict line of duty. He was in every battle in which the Army of the Potomac was engaged, from Big Bethel until the final retreat of Lee, and in every conflict he had proved his courage and skill as a commander.

He sought no political influence and never received promotion except when it was voluntarily tendered for meritorious service. He was assigned as chief of the engineers of the army, and as such rendered a service at Gettysburg that probably decided the fate of that battle. He did not reach the field until the second day, and when he arrived at Cemetery Hill he noticed that Round Top was unoccupied by the Union forces, and immediately ordered its occupation. The movement was made, and not a moment too soon, as the enemy was just about to seize it, and it was held as

part of the Union lines only after a desperate and bloody struggle.

When the army was reorganized under Grant, Warren was assigned to the command of the Fifth corps. While he lacked the dash of Sheridan, his steady, self-poised skill made him one of the most important corps commanders, and he became known as the great flanker of the army. When Sheridan made his rapid movement that resulted in the battle of Five Forks, Warren came to his support, and, finding that Sheridan's order for attack was faulty in designating the position of the enemy, he promptly flanked Pickett's position, and greatly contributed to Sheridan's victory.

Sheridan's impetuous method led him to relieve Warren on the instant without inquiring why he did not attack as directed or ascertaining what service had been rendered, and, after relieving Warren without sufficient reason, the one blot on Sheridan's fame comes from his refusal to vindicate Warren, even by confessing an error of his own.

Warren was not a favorite with either Grant or Sheridan, and Grant was then omnipotent in military circles. Warren was thus degraded just before the final victory for which he had so grandly fought, and for fifteen years struggled to obtain a military inquiry into his record. It was finally given by President Hayes, and the judgment gave a substantial vindication to the broken hearted hero. He continued in the engineering department of the service, but was rarely seen outside of his daily routine duties, and the severe strain of bitter disappointment brought him to the peace of the grave on the 8th of August, 1882.

One of the strangest records of military injustice was exhibited in the case of Surgeon-General William A. Hammond. He entered the United States army in 1849 as Assistant Surgeon, and later, having retired to accept a professorship in the University of Maryland, he re-entered the army at the beginning of the Civil war and was assigned to the charge of the hospitals of Hagerstown, Frederick and Baltimore. He was distinguished in his profession, thoroughly methodical and practical in his great work, and was first recommended for the position of Surgeon General by the United States Sanitary Commission.

He was appointed Surgeon General in April, 1862, when but thirty-four years of

age, and no more honest or faithful man ever accepted official trust, but in the loose methods inseparable from the hasty preparations for war, some of those in whom the Surgeon General had every reason to place implicit confidence defrauded the government in the supply of medical stores. The fraud was detected, and naturally provoked very general condemnation.

Hammond was tried in a tempest of passion by a military commission and dismissed from the army in 1864. He was as innocent of fraud as the unborn babe, and the guilty parties were never detected, as they had the influence of powerful friendships, and one of the most competent, and certainly one of the most faithful of the officers of the army was thus unjustly doomed to dishonor. He located in New York and soon became distinguished as a specialist in nervous affections. He commanded the very general respect and confidence of the medical profession, and in 1878, after fourteen years of suffering from the unjust judgment passed upon him, so thoroughly had the country become

convinced of his innocence that a bill for his relief was passed by a unanimous vote in the House and with but one dissenting vote in the Senate, and in 1879 he was restored to his position on the army roll as Surgeon General on the retired list. Having been completely vindicated by the highest authority of the government he was especially honored and beloved by the people because of the unjust humiliation inflicted upon him.

General Sherman truthfully said that "war is savagery," and it summons the rule of passion in field and forum, and alike in military and civil authority. The conflicts of ambition are as mean and desperate in the highest departments of power as they are in the lowest of the political slums. Temporary power, with passionate resentment, often deals its deadliest blows against the noblest and manliest, but in this great free government, where the considerate public sentiment is the sovereign power, justice is certain to declare its mastery in the fullness of time by the vindication of those who have suffered unmerited disgrace.



STATUE OF GENERAL WARREN ON LITTLE ROUND TOP MOUNTAIN, GETTYSBURG

## WHITE HOUSE GUARD.

SPECIAL CORRESPONDENCE OF THE CHICAGO DAILY NEWS.

THE youngest member of the "old guard," in years and point of service, is Capt. Benjamin F. Montgomery, U. S. A. He was in the signal corps of the army as a young man, and in March, 1877, was detailed for duty at the white house, when President Hayes felt the need of a larger organization. Being a telegrapher, Montgomery immediately began the installation of what has grown into perhaps the most complete bureau of confidential communication in the world. He started with a single instrument—the first ever used in the white house—looped to the regular commercial system and personally sent and received the president's messages. Gradually the value of this service demonstrated itself: the connections with the telegraphic system of the world were made closer. In 1878 Mr. Montgomery was offered a lieutenant's commission in the signal corps, but declined it to remain at the white house. He has filled every position in the office, having acted as secretary in charge at times during the absence of others.

Foreseeing the coming of the Spanish war he organized and equipped the bureau so completely that during that struggle the president received reports from the Cuban battlefields and from the naval operations half around the globe in record time. In some instances the executive was immediately in communication with the firing line of the army in Cuba. At the outbreak of the war Mr. Montgomery volunteered his services and on the recommendation of Gen. Greeley, chief signal officer, was appointed a captain in the regular army. He was afterward commissioned as lieutenant-colonel of volunteers, from which rank he was honorably discharged.

The history of that telegraphic office in the white house has been the history of the United States for the last twenty-five years. During the riots of 1877 the president was kept in touch with every phase of the trouble, and he sent orders and proclamations through the medium of Montgomery's key. The Chicago railroad riots likewise found the president at Montgomery's elbow, wiring orders to and receiving reports from Gen. Miles.

When disaster occurs, as at Johnstown or Galveston, the president is placed in

direct communication. When elections are being held the white house feels the pulse of the people. With twenty-five wires it is possible to make direct connection with the cables. Thus the world is girdled and the office never closes.

Col. Montgomery has now a staff under his command, tried and expert operators. Great secrets have been confided to him. No man can truthfully assert that he has ever broken faith. Not the least whisper of scandal has ever breathed upon him. No living man would dare suggest to him the possibility of a corrupt bargain. Repeatedly he was worked through the night at the white house key, with a president at one elbow and a secretary of state at the other, manipulating the nerves of the world. For twenty-five years he has been in effect the president's eyes and ears.

William H. Crook, the executive clerk and disbursing officer, was detailed from the Washington police force on Jan. 5, 1865, as a bodyguard to president Lincoln. He journeyed with Lincoln in the spring to City Point and Richmond, marching by his side with one hand upon a pistol butt. When the party returned to Washington no one knew of Lee's surrender until the bonfires were seen gleaming on the hills. Mr. Lincoln himself asked Crook the meaning of the demonstrations. On the night of the assassination Mr. Crook was detailed to remain at the white house. He feels that if he had gone to the theater he would have saved the president's life, perhaps at the expense of his own, for he would have guarded the box door in person.

During President Grant's second term Mr. Crook served, for a short time, as his private secretary in 1876, and was made disbursing officer the next year. One of the important tasks formerly intrusted to him was the distribution of the annual messages of the president. Up to five years ago these printed copies were sent through him to Baltimore, Philadelphia and New York, where they were taken by the local newspapers and the press associations and thence distributed throughout the country. So intense has been the desire of commercial interests at times to obtain first inklings of the messages that Mr. Crook has had many interesting and even exciting experiences.

dodging would-be thieves, rebuking attempts at corruption and evading persistent questioners. At present the messages are distributed by mail and wire from Washington.

Outside the president's door sits a quiet sentinel, Capt. Charles D. Loeffler, U. S. A., retired; cabinet officers, senators, representatives, political leaders, commercial giants, titled and distinguished foreigners, great actors, world-famed authors and humorists and lecturers, plain, every-day American citizens all have gone through that door under Capt. Loeffler's guidance. He has a wonderful memory for names and faces. Men come and go in the current of affairs; but once they have been identified at that door they are marked for life in Loeffler's mind. For twenty-five years he has been in sole charge of the entrance to the president's room. For eight years previously he was on duty there with two others.

While the cabinet sits, Capt. Loeffler represents the outer wall of the holy of holies. No one not entitled to admission has ever been known to pass into those sacred precincts. Some men might have tried to exclude newly appointed officers, whose features were unfamiliar. But Loeffler has been too adroit for such a blunder. He seems to sniff greatness by instinct and to identify, afar off, the right to enter the door.

Capt. Loeffler is a German by birth. He came to this country while a young man and enlisted in the army. When the civil war opened he was ordered with his regiment to Washington for guard duty at the treasury. After some later service in the field he was detailed as doorkeeper at the war department and bodyguard to Secretary Stanton the day after the assassination of President Lincoln. Wherever Stanton went there went Loeffler. During the famous impeachment proceedings against the war secretary Loeffler slept and eat in the building. Stanton was barricaded in his offices and between him and the hostile official world stood the sturdy figure of his German guard. No man could break down that barrier.

When the matter was settled and Stanton resigned, Sergt. Loeffler was sent back to the war department from Stanton's house and was later detailed for duty at the white house as doorkeeper. Gen. Grant, while acting as secretary of war, had observed his faithful performance of duty and recognized his merit.

During his years of service at the president's door Capt. Loeffler has collected many scores of important autographs. His small album has been long outgrown and is now fat with repeated additions. It is beyond price. During the Spanish war President McKinley appointed his faithful doorkeeper a captain in the regular army, as military storekeeper, and he was placed on the retired list.

Down stairs is the dean of the white house corps, Thomas F. Pendle, the usher, who was detailed for duty Nov. 3, 1864, from the Washington police force as bodyguard to the president, and was later placed on the civil staff of the house. Though far beyond 70 years, Mr. Pendle stands to-day erect and youthful in appearance. He is a walking encyclopedia of information about the house and its contents and traditions. He knows the precise date of the purchase of each of the articles of furniture.

Visitors who go through the parlors are highly entertained and instructed by his discourse, delivered slowly and methodically. At times presidents have consulted him as to the record of the house furnishings. In later years his duty has been to escort visitors through those portions of the establishment which are open to the public, and his autographs are to be found to-day in many thousands of American homes as souvenirs of visits to Washington.

In the trying days of assassination Mr. Pendle has proved himself the stanch friend of the presidential family. It was he who, on the terrible night of Lincoln's death, comforted little "Tad" and quieted his pitiful cries of grief. Thus, during nearly forty years, has Mr. Pendle remained on duty, faithful and true. Out of the fullness of his recollections he recently compiled a valuable volume.

The list of veteran helpers around the white house is not complete without reference to Jerry Smith, the colored major domo, one of the kindest of souls ever encountered and one of the most courtly personages.

There is no thought of changing these men or retiring them, because of their years. Their very age and length of service are the factors of their greatest usefulness. Without them the white house would indeed appear a strange place to the frequenters of that center of the National activity.





# Stub Ends of Thought

By ARTHUR G. LEWIS.



THE course of our conduct is largely regulated by personal feeling rather than general observation.

WHAT we call instinct in animals may generally be regarded as intelligence in man.

SUCCESS often depends for its strength upon the foundation of failure.

VIRTUES die an easy, peaceful death, but faults engrave themselves upon our memories.

FRIENDSHIP only survives its name in the face of adversity.

WE are not makers of the moral law but merely subjects kneeling at the shrine of its necessity.

THE observation of how a man receives success is a true indication as to how he will bear failure.

A LIFE of desire saps the strength from the existence of happiness, and dulls the intellect with the poison of discontent.

WHEN a woman openly condemns her husband she is, as a rule, secretly admiring some one else.

THE advanced condition of things demands specific qualification in some calling, trade or profession. This is an age of specialists.

HE is absolute monarch in his own world who learns to safely hold the reins of self-control.

THE possession of our mothers' virtue is more to be valued than the inheritance of our fathers' wit.

WE too often attempt to extenuate faults that should be annihilated.

LACK of judgment and hasty action are insults to our own intelligence, and frequently father failure.

THE nearest approach to a condition divine is when we have learned how to forgive gracefully and sincerely.

THE careful study of another's weakness forms a comparative foundation for our own strength.

## A TOAST.

BY ARTHUR G. LEWIS.

HERE'S to the hand of friendship,  
Sincere, time-tried and true,  
That smiles in the hour of triumph  
And laughs at its joy with you;  
Yet stands in the night of sorrow  
Close by where the shadows fall,  
And never turns the picture  
Of a dead friend to the wall.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN. 5 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	
LV WASHINGTON .....	7.05	8.30	9.00	10.00	12.20	3.00	5.05	8.00	11.30	3.00	
LV BALTIMORE, CAMDEN STATION ..	7.55	9.19	9.52	10.50	1.17	3.49	6.00	9.00	12.39	3.51	
LV BALTIMORE, MT. ROYAL STATION ..	8.00	9.24	9.57	10.54	1.22	3.53	6.05	9.05	12.44	3.55	
AR PHILADELPHIA .....	10.15	11.27	12.11	12.53	3.29	5.51	8.19	11.40	3.10	6.00	
AR NEW YORK, LIBERTY STREET .....	12.35	1.40	2.30	3.00	5.55	8.00	10.40	3.20	5.52	8.32	
AR NEW YORK, WHITEHALL TERMINAL ..	12.40	1.45	2.35	3.05	6.00	8.05	10.50			8.35	
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
LV NEW YORK, WHITEHALL TERMINAL ..	12.10	8.25	10.25	11.25	12.55	3.35	4.55	6.55	12.10	
LV NEW YORK, LIBERTY STREET .....	12.15	8.30	10.30	11.30	1.00	3.40	5.00	7.00	12.15	
LV PHILADELPHIA .....	7.30	10.56	12.50	1.37	3.08	5.48	7.26	9.38	3.35	
AR BALTIMORE, MT. ROYAL STATION ..	9.38	1.11	2.56	3.36	5.06	7.46	9.46	11.46	6.05	
AR BALTIMORE, CAMDEN STATION .....	9.42	1.15	3.00	3.40	5.10	7.50	9.50	11.50	6.10	
AR WASHINGTON .....	10.36	2.10	4.00	4.30	6.10	8.40	10.50	12.50	7.30	
	AM	PM	PM	PM	PM	PM	PM	AM	AM	

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL ..	10.25 AM	12.55 PM	N 3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	
LV NEW YORK, LIBERTY STREET .....	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	
LV PHILADELPHIA .....	12.50 PM	3.08 PM	N 5.48 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	
LV BALTIMORE, MT. ROYAL STATION ..	2.56 PM	5.06 PM	N 7.46 PM	11.46 PM	9.38 AM	8.50 AM	11.46 PM	
LV BALTIMORE, CAMDEN STATION .....	3.10 PM	5.20 PM	7.30 PM	12.00 NT	9.47 AM	9.00 AM	12.00 NT	
LV WASHINGTON .....	4.15 PM	6.20 PM	8.45 PM	1.10 AM	10.50 AM	10.05 AM	1.00 AM	
AR PITTSBURG .....			6.30 AM	7.50 PM			9.15 AM	LV 3.30 PM
AR CLEVELAND .....			1.00 PM					9.35 PM
AR WHEELING .....		6.40 AM						LV 3.30 PM
AR COLUMBUS .....		10.05 AM						9.15 PM
AR TOLEDO .....								
AR CHICAGO .....		7.30 PM			9.40 AM			6.50 AM
AR CINCINNATI .....	8.14 AM			5.35 PM		2.35 AM		
AR INDIANAPOLIS .....	11.45 AM			10.35 PM		6.50 AM		
AR LOUISVILLE .....	11.52 AM			9.30 PM		7.05 AM		
AR ST. LOUIS .....	5.45 PM			7.28 AM		1.35 PM		
AR CHATTANOOGA .....	5.50 PM			6.25 AM		5.50 PM		
AR MEMPHIS .....	10.50 PM			8.40 AM		10.50 PM		
AR NEW ORLEANS .....	10.00 AM			7.35 PM		10.00 PM		

Through Pullman Sleepers to all points. N Connection east of Baltimore (Camden Sta.) is made with 509, "Royal Limited."

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM., DAILY	No. 46 EXPRESS DAILY	No. 48 EXPRESS DAILY
LV CHICAGO .....			3.30 PM	10.10 AM			7.45 PM	
LV TOLEDO .....								
LV COLUMBUS .....				7.05 PM				
LV WHEELING .....				12.10 AM				10.50 AM
LV CLEVELAND .....			11.30 PM					
LV PITTSBURG .....			8.00 AM		9.00 PM	* 11.00 AM	1.20 PM	
LV ST. LOUIS .....	* 9.00 AM	2.05 AM				* 6.30 PM		
LV LOUISVILLE .....	* 2.00 PM	8.20 AM				8.20 PM		
LV INDIANAPOLIS .....	* 2.45 PM	8.05 AM				2.30 AM		
LV CINCINNATI .....	* 6.10 PM	12.15 PM				8.00 PM		
LV NEW ORLEANS .....		7.30 PM				8.55 AM		
LV MEMPHIS .....		8.15 PM				8.15 PM		
LV CHATTANOOGA .....		9.00 PM				9.00 PM		
AR WASHINGTON .....	12.10 PM	6.41 AM	4.50 PM	11.52 AM	6.30 AM	2.46 AM	11.05 PM	11.05 PM
AR BALTIMORE, CAMDEN STATION ..	1.10 PM	7.50 AM	5.53 PM	1.10 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR BALTIMORE, MT. ROYAL STATION ..	1.22 PM	8.00 AM	5.05 PM	1.22 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR PHILADELPHIA .....	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR NEW YORK, LIBERTY STREET .....	5.55 PM	12.35 PM	10.40 PM	5.55 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	6.00 PM	12.40 PM	10.50 PM	6.00 PM	12.40 PM	8.35 AM		

Through Pullman Sleepers from all points. \* Daily. \* Daily, except Sunday

# THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

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SOLID VESTIBULED TRAINS. PARLOR COACHES.

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## EASTWARD.

- No. 512.** Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia
- No. 504.** Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia
- No. 526.** Buffet Parlor Car Washington to New York.
- No. 522.** Parlor Car, Dining Car, table d'hôte, Baltimore to New York
- No. 528. Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
- No. 508.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
- No. 546.** Pullman Sleeping Cars Washington and Baltimore to New York

## WESTWARD.

- No. 505.** Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.
- No. 517.** Buffet Parlor Car New York to Washington.
- No. 501.** Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 527. Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
- No. 507.** Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.
- No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.
- No. 525.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore
- No. 503.** Buffet Drawing Room Car New York to Washington.
- No. 515.** Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.
- No. 9.** Drawing Room Sleeping Car Baltimore to Pittsburg and Sleeping Car Washington to Pittsburg. Dining Car Philadelphia to Baltimore. Parlor Car Allegheny to Cleveland.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Drawing Room Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.
- No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47.** Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago.
- No. 55.** Drawing Room Sleeping Car Cincinnati to Louisville. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2.** Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.
- No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals. Sleeping Car Deer Park to Pittsburg every Monday morning.
- No. 6.** Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10.** Sleeping Car Pittsburg to Washington and Drawing Room Sleeping Car Pittsburg to Baltimore. Dining Car Washington to Philadelphia. Sleeping Car Pittsburg to Deer Park every Friday night.
- No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Parlor Car Cleveland to Allegheny. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.
- No. 46.** Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg.
- No. 46.** Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

# THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

**AKRON, OHIO,** Union Station, C. D. HOSODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.  
**BALTIMORE,** Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.  
**BELLAIRE, OHIO,** J. F. SHERREY, Ticket Agent.  
**BOSTON,** 211 Washington Street, J. P. TAGGART, New England Passenger Agent, E. E. BAEKEY, Ticket Agent.  
**BROOKLYN, N. Y.,** 339 Fulton Street, T. H. HENDRICKSON, Ticket Agent.  
**BUFFALO, N. Y.,** 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S-W.  
**BUTLER, PA.,** WM. TURNER, Ticket Agent.  
**CANTON, OHIO,** S. S. C. MCGREW, Ticket Agent.  
**CHESTER, PA.,** A. M. D. MULLINIX, Passenger and Ticket Agent.  
**CHICAGO,** 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Bldg., C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.  
**CHILLICOTHE, OHIO,** J. H. LARRABEE, Traveling Passenger Agent, B. & O. S-W.  
**CINCINNATI, B. & O. S-W.,** 4th and Vine Streets, J. B. SCOTT, District Passenger Agent, C. H. WISEMAN, City Ticket Agent, ORIN R. MCCARTY, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent, WM. BROWN, Depot Ticket Agent.  
**CITY OF MEXICO, MEX.,** D. BANKHARDT, Agents General, B. & O. S-W. Apartado 2010.  
**CLEVELAND, OHIO,** 241 Superior Street, G. W. SQUIGGINS, Traveling Passenger Agent. South Water Street Station, A. N. DILLIZ, M. G. CARREL, Division Passenger Agent.  
**COLUMBUS, OHIO,** No. 8 North High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.  
**CONNELLSVILLE, PA.,** H. L. DOUGLAS, Ticket Agent, J. T. LANT, Traveling Passenger Agent.  
**COVINGTON, KY.,** #2 Scott Street, G. M. ABBOTT, Ticket Agent.  
**DALLAS, TEXAS,** J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S-W.  
**DENVER, COLO.,** S. M. SHATTUC, Traveling Passenger Agent, B. & O. S-W.  
**HARPER'S FERRY, W. VA.,** C. E. DEDROW, Traveling Passenger Agent.  
**KANSAS CITY, MO.,** Box 254, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S-W.  
**LOUISVILLE, KY.,** B. & O. S-W., 4th and Main Streets, R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent, E. V. PROSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 7th Street Station.  
**MANSFIELD, OHIO,** S. SMITH, Ticket Agent.  
**MARIETTA, OHIO,** G. M. PAYNE, Ticket Agent.  
**NEWARK, N. J.,** 182 Market Street, F. T. FEAREY, Ticket Agent.  
**NEWARK, OHIO,** F. C. BARTHOLOMEW, Ticket Agent; F. P. COPPER, Traveling Passenger Agent.  
**NEW YORK,** 43 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent, C. B. JONES, Ticket Agent. 130 Broadway, H. B. FAIGOT, Ticket Agent. No. 6 Astor House, A. J. OESTERLE, Ticket Agent. 251 Broadway, THOS. COOK & SON, Ticket Agents. 113 Broadway, R. H. CRUNDEN & Co., Ticket Agents. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. R.  
**NORFOLK, VA.,** 34 Granby Street, Wither's Bldg., ARTHUR G. LEWIS, Southern Passenger Agent; W. C. YOUNG, Ticket Agent.  
**OMAHA, NEB.,** 5045 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.  
**PARKERSBURG, W. VA.,** A. J. SMITH, Traveling Passenger Agent.  
**PHILADELPHIA,** 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 362 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 1209 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.  
**PITTSBURG,** Cor. 5th Avenue and Wood Street, E. D. SMITH, Assistant General Passenger Agent, F. D. STEINMAN, City Ticket Agent. 540 Smithfield Street, J. V. MCCORMICK, Ticket Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.  
**SANDUSKY, OHIO,** T. B. TUCKER, Ticket Agent.  
**SAN FRANCISCO, CAL.,** Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.  
**SPRINGFIELD, ILL.,** N. J. NEER, Division Passenger Agent, B. & O. S-W.  
**ST. LOUIS, B. & O. S-W.,** 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent, H. C. STEVENSON, City Passenger Agent, L. G. PAUL, City Ticket Agent. L. L. HORSING, Station Passenger Agent, B. N. EDMONDSON, Traveling Passenger Agent.  
**ST. PAUL, MINN.,** R. C. HAASE, Traveling Passenger Agent.  
**TIFFIN, OHIO,** A. J. BELL, Ticket Agent.  
**VINCENNES, IND.,** W. P. TOWNSEND, Division Passenger Agent, B. & O. S-W.  
**WASHINGTON, D. C.,** 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent, H. P. MERRILL, Ticket Agent. 619 Pennsylvania Avenue, H. R. ROWSER, Ticket Agent. Station, New Jersey Avenue and C Street, J. LEWIS, JR., Ticket Agent.  
**WHEELING, W. VA.,** B. & O. Station, T. C. BURKE, Traveling Passenger Agent.  
**WILMINGTON, DEL.,** Delaware Avenue Station, H. A. MILLER, Passenger and Ticket Agent. Market Street Station, W. FULTON, Ticket Agent.  
**WINCHESTER, VA.,** T. B. PATTON, Ticket Agent.  
**YOUNGSTOWN, OHIO,** JAMES AIKEN, Ticket Agent.  
**ZANESVILLE, OHIO,** JAS. H. LEE, Ticket Agent.  
**EUROPEAN AGENTS,** BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C., 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

## TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore.	O. P. MCCARTY, General Passenger Agent, Baltimore & Ohio S-W. R. R., Cincinnati.



# Seashore Excursions

to

## ATLANTIC CITY

**Cape May, Sea Isle City, Ocean City, N. J.**

**Ocean City, Md., Rehoboth Beach, Del.**

**THURSDAYS: July 17 and 31  
August 14 and 28  
September 4, 1902**

from

**Pittsburg, Wheeling, Marietta**

**Parkersburg, Huntington, Kenova**

and all Intermediate Stations east to

**Washington Junction**

### TICKETS

Will be sold at VERY LOW RATES on above dates and for such trains as are designated herein, valid for return SIXTEEN (16) DAYS, including date of sale.

### STOP-OVERS

Tickets sold for excursion of September 4 require deposit with Joint Agent at Atlantic City, or with Depot Ticket Agents at other seashore resorts, immediately on arrival, and must be validated for return passage. They will not permit of stop-over in either direction, except at Washington, D. C., within limit on return trip, on deposit with Ticket Agent at Baltimore & Ohio R. R. Station, New Jersey Avenue and C Street.

Tickets sold for excursions of July 17 and 31, and August 14 and 28, will permit of stop-over within the final limit on return trip at Philadelphia, Baltimore and Washington, provided tickets are deposited with Depot Ticket Agent at either place, immediately on arrival. Tickets for these excursions will be good leaving Philadelphia for seashore resorts on day following date of sale.



THE DINING CAR



THE OBSERVATION CAR

An Exclusively Pullman  
Train, Vestibuled throughout  
with Buffet Smoking,  
Parlor and Observation Cars.  
Unexcelled Dining and Cafe  
Car Service.



# The “Royal Limited”

Runs every day between  
New York, Philadelphia,  
Baltimore and Washington  
in five hours. No extra  
fare other than regular  
Pullman charge.



... THE ...  
**BALTIMORE & OHIO R. R.**

Operates its own

**Dining Car  
Service . .**

on all

**ROYAL BLUE TRAINS**



**A la  
Carte**

**Table  
d'Hote**

Attention of Patrons is especially Called to the  
Arrangements of the

**DINING AND CAFE SERVICE**

Meals served

**A la Carte or Table d'Hote**

Complete Details of the Service in all Time Schedules

# SUMMER RESORTS IN THE ALLEGHANIES

## Bedford Springs Hotel

BEDFORD, PA.

IN THE

**"HEART OF THE ALLEGHANIES"**

Open June to October

REACHED VIA THE

**BALTIMORE & OHIO R. R.**

FAMOUS FOR ITS MINERAL AND PURE WATERS

**"Magnesia, Sulphur, Chalybeate or Iron and Sweet Springs"**

**THE IDEAL HEALTH AND SUMMER  
RESORT OF PENNSYLVANIA . .**

**FINEST NINE-HOLE GOLF COURSE IN THE STATE**

OUR BEAUTIFUL SOUVENIR BOOKLET TELLS YOU OF THE  
NUMEROUS ADVANTAGES AND ATTRACTIONS OF BED-  
FORD SPRINGS. WE WOULD LIKE TO HAVE YOU READ IT

**H. E. BEMIS, Manager**

**WINTER RESORT: Florida East Coast Hotel Co.  
Hotels Royal Victoria, The Colonial and Victoria  
Annex, Nassau, Bahamas . . . . .**

FOR FULL INFORMATION, TICKETS  
ETC. CALL UPON AGENTS OF THE

**BALTIMORE & OHIO R. R.**

## MOUNTAIN LAKE PARK

MARYLAND

**M**OUNTAIN LAKE PARK, on the crest of the Alleghanies, between Deer Park and Oakland and on the main line of the Baltimore & Ohio Railroad, is the annual meeting place of the Mountain Chautauqua, established in the fall of 1881. Every summer large gatherings of people hold their religious and secular conventions in its large auditorium, seating about 6,000 people. Adjoining the Auditorium are the lecture and school rooms devoted to educational features.

The important gatherings announced for July and August are as follows: Camp Meeting, July 4-13; Women's Home Missionary Society, July 16-21; Women's Foreign Missionary Society, July 26-28; Mountain Chautauqua Meeting, August 1-28; National Archery Association, August 13-15.

Besides the regular summer excursion rates in effect to this popular resort, special rates have been announced for each of the above occasions.

Mountain Lake Park is a beautiful resort for health and rest with the advantages of school and lyceum. There are six or seven good hotels and many boarding houses, besides about two hundred cottages.

For full information, tickets, etc., call on agents

**BALTIMORE & OHIO R. R.**

## OAKLAND

MARYLAND

**O**AKLAND, MD., is on the crest of the Alleghanies known as "The Glades," on the main line of the Baltimore & Ohio Railroad and only six miles from Deer Park. It contains many beautiful homes and private cottages owned by residents of distant cities who occupy them every summer on account of the delightful climate.

One large and several small hotels and many boarding houses provide for transient guests in the summer time. It is easy of access and reached by through trains from St. Louis, Louisville, Cincinnati, Chicago, Columbus, Wheeling, Baltimore, Washington, Philadelphia and New York.

For full information, tickets, etc., call on agents

**BALTIMORE & OHIO R. R.**

## HARPER'S FERRY

WEST VIRGINIA

**T**HIS historical town, unsurpassed in beauty and historic connections, is fully equipped as a summer resort. Several modern hotels and cottages are built in locations commanding the finest scenery of the Potomac and Shenandoah rivers.

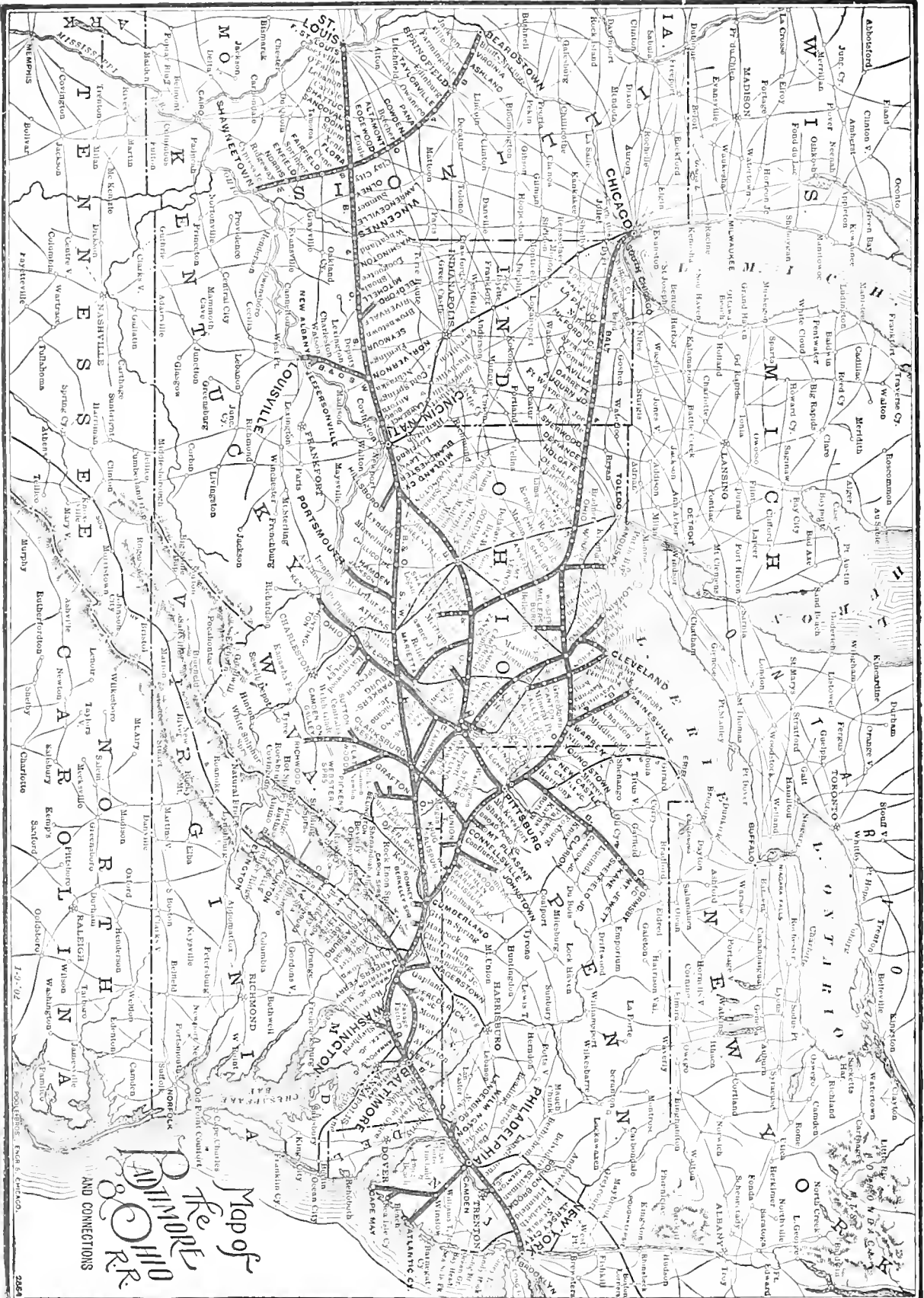
Harper's Ferry is in West Virginia, on the main line of the Baltimore & Ohio Railroad. All through trains pass through it. It is conveniently located and in an easy distance from all famous springs in the Shenandoah Valley.

Regular summer rates in effect.

For full information, tickets, etc., call on agents

**BALTIMORE & OHIO R. R.**





Map of  
the  
RAILROADS  
AND CONNECTIONS

# Baltimore



# Ohio

## R.R.

### EAST AND WEST



#### CALENDAR - 1902



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29	27	28	29	30			
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5	6	7	1	2	3	4	5	6	7	3	4	5	6	7	8	9
11	12	13	14	15	16	17	8	9	10	11	12	13	14	8	9	10	11	12	13	14	10	11	12	13	14	15	16
18	19	20	21	22	23	24	15	16	17	18	19	20	21	15	16	17	18	19	20	21	17	18	19	20	21	22	23
25	26	27	28	29	30	31	22	23	24	25	26	27	28	22	23	24	25	26	27	28	24	25	26	27	28	29	30
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			

## ROYAL BLUE TRAINS

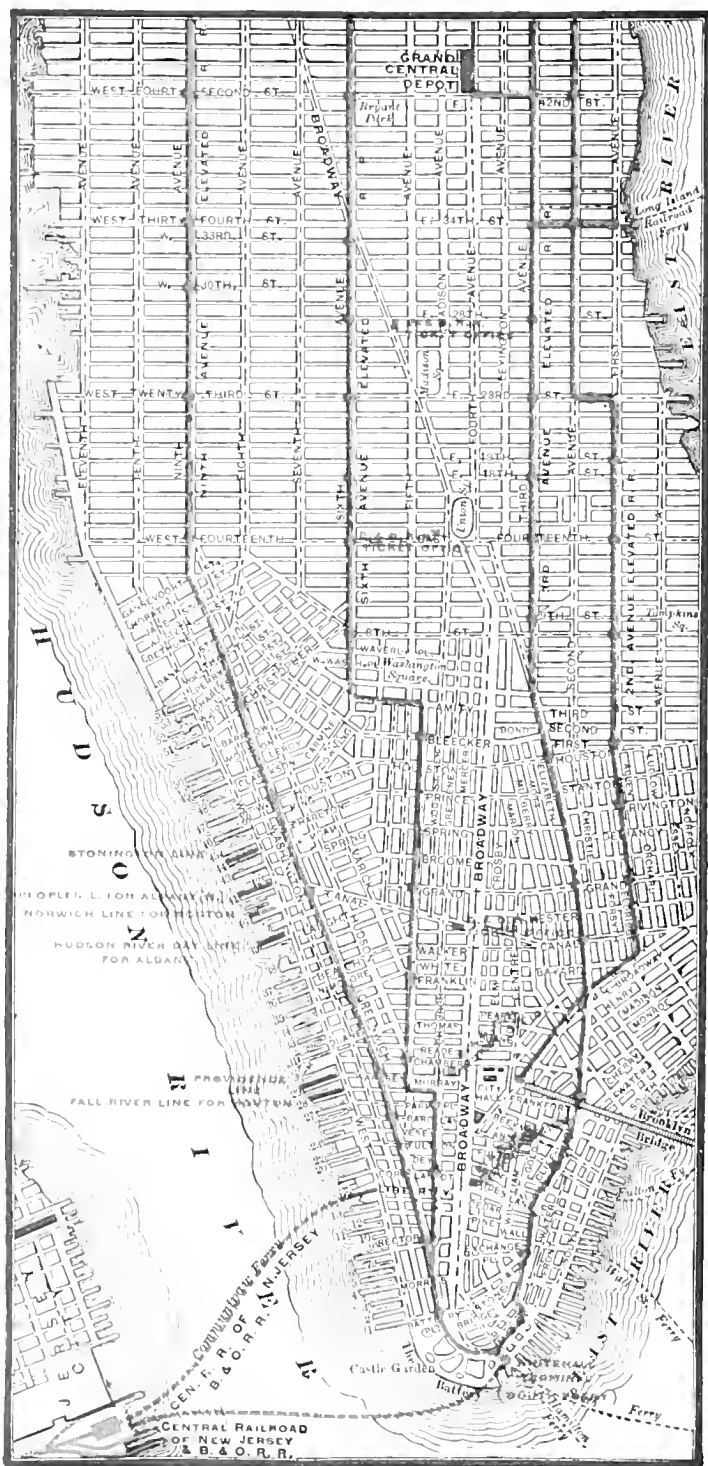
D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD.

B.N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.



# SOUTH FERRY

## NEW YORK CITY



B. & O.

Most Convenient Entrance to  
Greater New York

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.

# 36th Annual Encampment G. A. R.

## Washington, D. C., October 6-11, 1902

### THE GREAT BATTLEFIELD ROUTE

Tickets will be sold from all points on the line of the Baltimore & Ohio Railroad to Washington at

### GREATLY REDUCED RATES

From the territory **East of the Ohio River** tickets will be sold for all trains of October 8th, 9th, 10th and 11th, valid for return until October 14th, except if tickets are deposited with Joint Agent between October 7th and 10th, and on payment of 50 cents, they may be extended to leave Washington to November 3d, 1902, inclusive.

From the territory **West of the Ohio River** tickets will be sold for all trains of October 3d, 4th, 5th and 6th, inclusive, valid for return until October 14th, except if tickets are deposited with Joint Agent not later than noon of October 13th, and on payment of 50 cents, they may be extended to leave Washington to November 3d, 1902, inclusive.

### STOP-OVERS

All excursion tickets to Washington account G. A. R. Encampment will permit of stop-over in each direction at Oakland, Mountain Lake Park and Deer Park, Md., and at any other one point desired east of the Ohio River, in either direction within return limit.

From New York, Philadelphia, Chester, Wilmington and Baltimore there are nine fast vestibuled trains each day to Washington, with splendid Coaches, Pullman Parlor Cars and unequaled Dining and Cafe Car service. This is the famous "Royal Blue Line," including the "Royal Limited," finest daylight train in the world.

From Pittsburg the Baltimore & Ohio is the short route without any change of cars. Three fast vestibuled trains daily, vestibuled throughout, with Pullman Sleeping Cars, Observation Cars and Dining Cars.

From Wheeling, via Gratton, three fast vestibuled trains daily. The day train with Pullman Parlor Car and the night trains with Pullman Sleeping Car.

From Columbus, via Bellair and Gratton, through Pullman Sleeping Cars. Tickets will be sold also via Pittsburg.

From Cleveland, tickets will be sold via Pittsburg.

From Chicago, two fast vestibuled trains daily, with Pullman Sleeping Cars and Dining Cars, one via Pittsburg, the other via Newark. The shortest route with no change of cars.

From St. Louis, Louisville and Cincinnati, three fast vestibuled daily trains with no change of cars. Through Pullman Sleeping Cars, excellent Dining Car service. The shortest route with no change of cars.

THE BALTIMORE & OHIO R. R. ENTERS WASHINGTON UNDER THE SHADOW OF THE CAPITOL DOME.



GENERAL PLAN OF THE CITY OF WASHINGTON.

## The Baltimore & Ohio Railroad

### AND THE CIVIL WAR

# The Baltimore & Ohio Railroad

## AND THE CIVIL WAR

### 1861=65

It was the first and most desirable point of vantage coveted by both the Federal and Confederate armies. In May, 1861, the four Federal advance columns concentrated at Parkersburg, W. Va., Wheeling, W. Va., Harper's Ferry, W. Va., and at Washington. To retain the advantage, the Federal government established block houses along the railroad from the Monecacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont and New Creek (Keyser). The B. & O. was the base of operations for the Federal army for nearly four years and from which the government could not take advance time earlier than November, 1861. The B. & O. was the means of communication between the West and the Army of the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first famed through the fanatical attempt of John Brown, in defying the laws and customs of his country, was captured or recaptured eight times in three years. The government arsenal and armories which were located there, were destroyed by the government to prevent their capture. ONE HUNDRED AND SEVENTY-NINE BATTLES OF GREATER OR LESS IMPORTANCE WERE FOUGHT ON OR ADJACENT TO THE BALTIMORE & OHIO RAILROAD, not taking into consideration the innumerable skirmishes.

### Harper's Ferry, the Gate to the Shenandoah Valley

Where the three states of Virginia, West Virginia and Maryland come together; where the Potomac and Shenandoah rivers unite, where the towering steep slopes of the Blue Ridge end abruptly, frowning upon the heights of Maryland and Bolivar Heights in West Virginia, lies the quaint historic town of Harper's Ferry. John Brown baptized it in blood in 1859, when he captured the town and the U. S. arsenal and made his final and fatal stand in the engine house (known afterwards as John Brown's fort), alongside the Baltimore & Ohio Railroad. A plain shaft, simply inscribed, now marks the location.

Again in 1861, grim visaged war seized the village and held it tight in its grasp for nearly four years. The deeds that were done, and the tales that are told concerning Harper's Ferry fill volumes.

The heights at Harper's Ferry guarded the Shenandoah Valley. It was a most important stronghold to be desired when some great campaign was planned by either army.

From Harper's Ferry the Shenandoah division of the Baltimore & Ohio R. R. extends southward to Charlestown, Winchester, Harrisonburg and Lexington. Battlefields surround the village in all directions.

### One Hundred and Seventy-nine Battles were Fought On or Adjacent to the Baltimore & Ohio Railroad

### The Potomac River, Indelibly Linked With the Fortunes of War

"All quiet along the Potomac to-night,  
Except now and then a stray pucker  
Is shot, as he walks on his bent to and fro,  
By a rifleman laid in the thicket."

But it was not always quiet along the Potomac. For four long weary years the valley through which the river winds, and which now is a dream of peace and prosperity, was hotly contested ground for the great armies of the North and South.

The Baltimore & Ohio Railroad follows the famous stream for nearly one hundred and fifty miles—from Piedmont, W. Va., to Washington Junction, Maryland, and both river and railroad were crossed and recrossed time and again, by the contending armies. The battles of Antietam, South Mountain, Monecacy and Gettysburg were all fought north of the main line of the B. & O. Harper's Ferry picturesque and beautiful, lies on the sharp northeastern point of West Virginia, whose rock-bound sides guide the gentle Shenandoah to its confluence with the Potomac.

### The Shenandoah Valley, the "Valley of Dispute," "Sheridan's Ride"

The beautiful valley of the Shenandoah—known in the army as the "Valley of Dispute"—suffered more than any one section of country. A branch of the Baltimore & Ohio Railroad extends southward through it from Harper's Ferry to Strasburg and from Harrisonburg to Lexington, with the Southern Railway forming the connecting link. The Blue Ridge on the east and the Shenandoah Mountains on the west, echoed with the roar of artillery and the crack of musketry almost continually during '63, '64 and '65.

Halltown, Charlestown, Summit Point, Winchester, Openon, Kernstown, Middletown, Cedar Creek, Strasburg, Fisher's Hill, Woodstock, Mt. Jackson, New Market, Harrisonburg, Cross Keys, Staunton and Lexington, following each other consecutively down the road, were battle-stained over and over.

Winchester suffered the most. Cedar creek was perhaps the fiercest, where Sheridan became immortalized in history for his famous ride from Winchester.

## 36th Annual Encampment G. A. R.

Washington, D. C., October 6-11, 1902



# 36th Annual Encampment G. A. R.

## Washington, D. C., October 6-11, 1902

### SPECIAL RATES FOR SIDE TRIPS TO Battlefields and Prominent Points

Tickets via routes and at rates named below will be on sale at stations designated during the Encampment

TO	FROM	FARE
ATLANTIC CITY, N. J. And Return.	Washington	\$8.00
BEVERLY, W. VA. And Return.	Grafton, W. Va.	1.94
GETTYSBURG, PA. And Return.	Cherry Run, W. Va.	1.75
GETTYSBURG, PA. Returning to Weverton.	Cherry Run, W. Va.	1.75
GETTYSBURG, PA. And Return.	Washington (via Hagerstown)	3.35
GETTYSBURG, PA. And Return.	Weverton	1.35
GETTYSBURG, PA. Returning to Cherry Run	Weverton	1.75
KEEDYSVILLE, M. D. (ANTIETAM) And Return.	Weverton	.40
MT. VERNON, VA. And Return.	Washington	1.95
MT. VERNON, VA. And Return.	Washington (via boat)	(a) .75
MT. VERNON, VA. And Return.	Washington (via trolley)	(b) .50
NORFOLK, VA. OLD POINT COMFORT And Return.	Washington (via N. & W. S. B. Co.)	3.00
PHILIPPI, W. VA. And Return.	Grafton	.73
RICHMOND, VA. And Return.	Washington (via Fredericksburg)	3.50
RICHMOND, VA. And Return.	Washington Going via N. & W. D. C. S. B. Co., Fort Monroe and C. & O. R'y., returning all rail through Fredericksburg, Va.	5.75
RICHMOND, VA. And Return.	Washington Going via N. & W. D. C. S. B. Co., Fort Monroe and Virginia Nav. Co. to Richmond, return- ing all rail through Fredericksburg, Va.	4.75
VIRGINIA BATTLEFIELD POINTS And Return.	Harper's Ferry	One Fare for the Round Trip
VIRGINIA BATTLEFIELD POINTS And Return.	Shenandoah Junction	One Fare for the Round Trip
VIRGINIA BATTLEFIELD POINTS And Return.	Washington	One Fare for the Round Trip
POINTS ON B. & O. R. R. west of Washington, D. C., to and including GRAFTON, PHILIPPI, STRAN- BERG JUNCTION, HAGER- TOWNS, FREDERICK and interme- diate stations And Return.	Washington	One Fare for the Round Trip
CHESTER, PA. And Return.	Washington	5.50
BALTIMORE, MD. And Return.	Washington	2.00
NEW YORK CITY And Return.	Washington	10.00
SEWARK, N. J. And Return.	Washington	9.75
WILMINGTON, DEL. And Return.	Washington	5.00

(a) Admission to Mt. Vernon grounds included.

(b) Admission to Mt. Vernon grounds *not* included.

## The Baltimore & Ohio Railroad

### AND THE CIVIL WAR

# Deer Park Hotel

DEER PARK, MARYLAND



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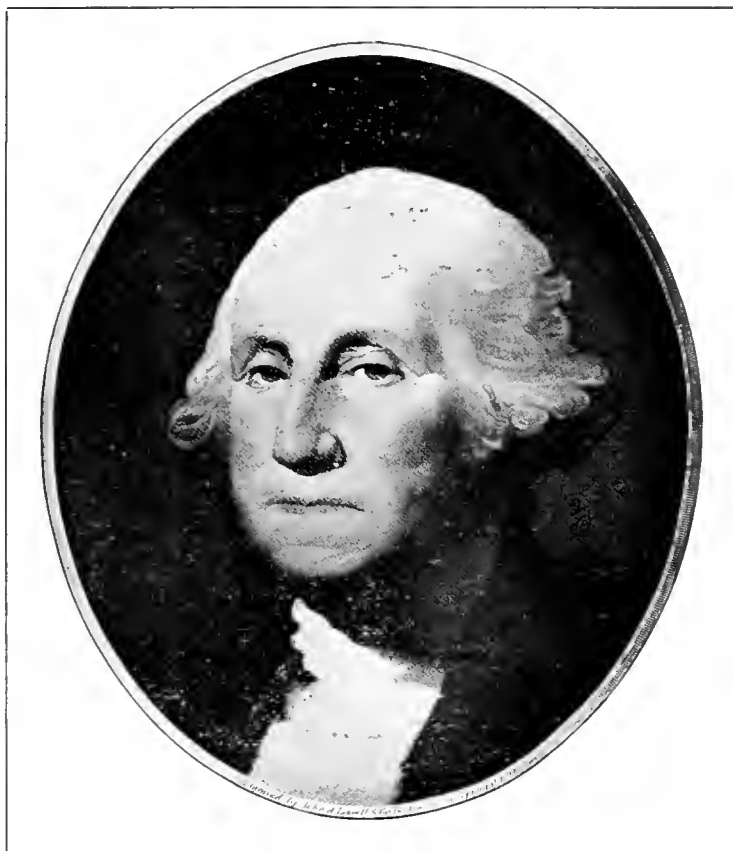
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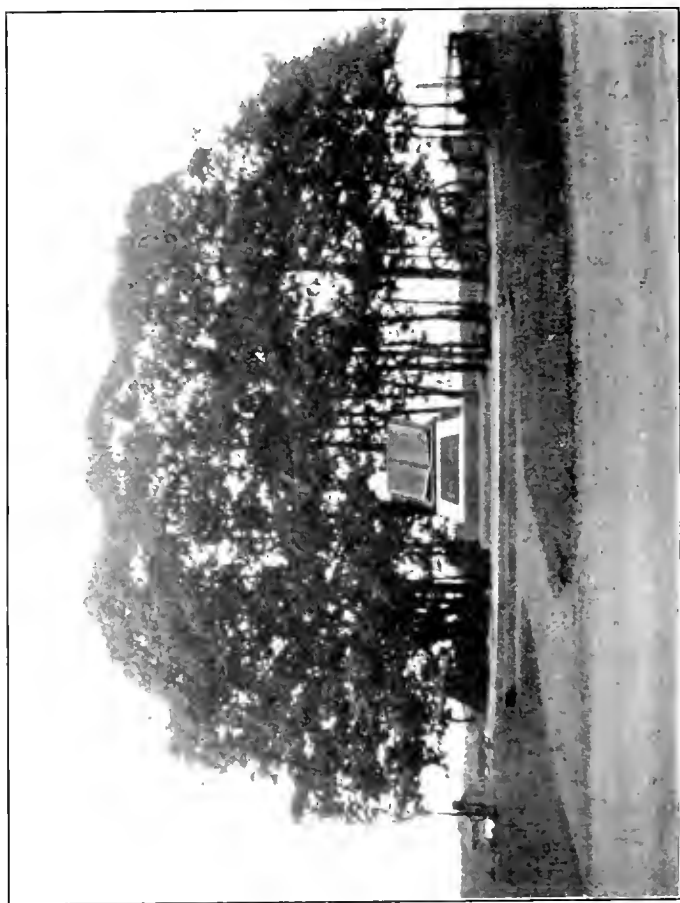


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THE "CLUMP OF TREES" THE POINT OF VANTAGE DESIRED BY THE CONFEDERATE FORCES AT GETTYSBURG  
ON THE THIRD OF JULY, 1863. KNOWN AS THE "HIGH WATER MARK" OF THE CIVIL CONFLICT

# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, AUGUST, 1902.

No. 11.

## GETTYSBURG.

BY GENERAL H. S. HUIDEKOPER.



Round Top, Little Round Top, Peach Orchard, The Angle, Culp's Hill, Gettysburg, Barlow Knoll,  
Meade's Headquarters.

Bird's-eye view of the Battlefield of Gettysburg.

Photographed from Huidekoper's relief map. Copyright, 1901, by H. S. Huidekoper. Area,  $5 \times \frac{1}{2}$  miles.

ONE of the most interesting places in the world is the Battlefield of Gettysburg. Lying in a rolling country dotted with conical and elongated wooded hills, and with a range of the Blue Mountains distinct in the west, it is picturesque in its natural features, and now marked by 348 monuments and statues costing \$3,000,000 and intersected by sixty miles of superb roadways costing \$8,000 a mile, it is the most finished and the most attractive of the Government parks.

The town of Gettysburg lies eight miles north of the Maryland line, sixty-seven miles north and a little west of Washington and thirty-six miles southwest of Harrisburg (measuring in an air line), and is reached by the Baltimore & Ohio R. R. by way of Cherry Run, W. Va., or Hagerstown, Md., or by way of Baltimore, in con-

nection with the Western Maryland R. R., or by the Philadelphia & Reading Ry. from Philadelphia by way of Harrisburg, or from New York via the same route.

At Gettysburg was fought the bloodiest single battle of the Civil war, and to-day it is the most celebrated battle in the world's history. The Union losses in the three days' battle were 23,000, and the Confederate losses were probably as high, in killed, wounded, captured and missing, as 29,000 (estimated). There, in July, 1863, was concentrated Lee's magnificent and confident army of Confederate troops, which had invaded Pennsylvania through the Cumberland Valley, and was on its way to Philadelphia and then to Baltimore and to Washington. Before recall, the advance of Ewell's corps had got as far as Wrightsville, which is about seventy-five miles

from Philadelphia, or a four day's march, and had watered their horses in the Susquehanna. There, the mile-long Columbia bridge was burned to prevent the invaders from crossing the river.

This concentration at Gettysburg was forced upon Lee by the rapid and masterful movement of Hooker with the Federal army, who hurried northward as soon as Washington was uncovered, to intercept the invading host and so to loosen the grip it had upon the fair valleys, rich with ripe grain and teeming with money, horses, cattle, clothing, shoes and provisions. Curiously, the Southern army came into Gettysburg from the north and the Northern army came in from the south.

Lee's army had always been in good condition and Hooker's had become so after Chancellorsville (May 1, 1863) by the retiring of the nine months' men, by a reorganization of the cavalry under Pleasanton and by attention to every feature of discipline in its broadest sense. In a general way, the two armies were well matched; each had, approximately, about 85,000 men, including 10,000 cavalry to each, the Union army carrying with it 327 pieces of

artillery, and the Southern army 287 pieces. The Federal army, however, had at Gettysburg a new and untried commander, General Meade, who, three days before the battle had superseded General Hooker (by directions from Washington), and had two new corps commanders, Sykes and Newton, while the Confederate army had their able and accomplished Longstreet, as well as the competent A. P. Hill and the renowned Ewell in command of their three corps.

Excluding the ground of the great cavalry fight between Gregg and Stuart with their 10,000 sabres on the afternoon of July 3, on the Rommell farm three miles east of Gettysburg, where, for hours, these skillful generals fought for possession of the field in the immediate rear of the Union army, the area of the battlefield was about twenty square miles, partly shown on the Relief Map accompanying this article. Lee's intention had been to have Stuart's cavalry strike the Union line from the rear the same moment Pickett was carrying the line in the front. The first skirmish in or near Gettysburg occurred on June 27, when a part of Early's command, on their way to

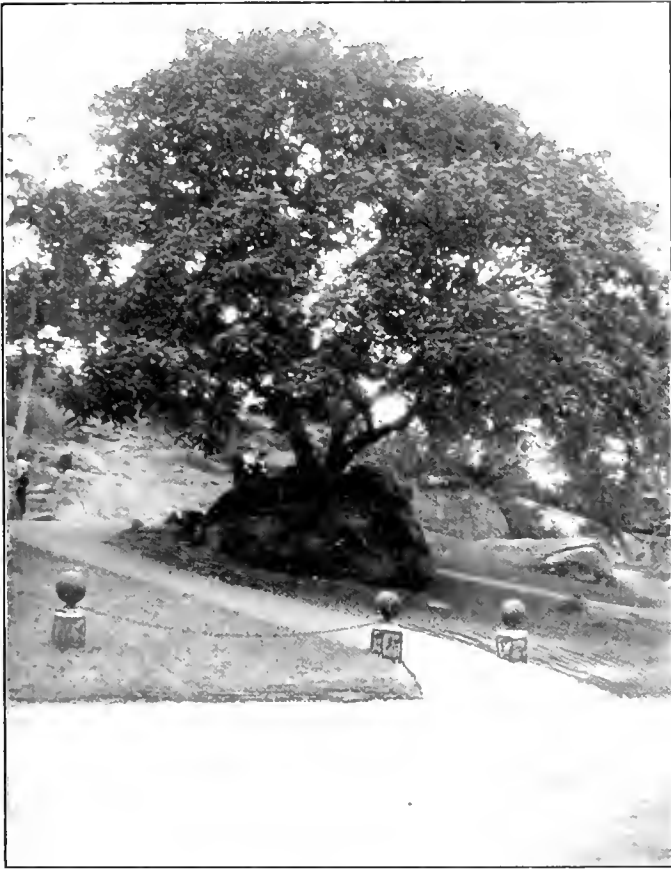


DEVIL'S DEN THE PECULIAR FORMATIONS OF HEAVY BOLDERS AT GETTYSBURG.

the Susquehanna, drove the 26th Pennsylvania Emergency Regiment out of the borough.

On June 30, Buford's cavalymen, reconnoitering out on the Casstown road (one of the seven prominent roads which converge at Gettysburg), ran into some of Pettigrew's infantry, and in the evening of that day, Colonel Gamble stationed his pickets along Marsh Creek. Early in the morning

July 1, and he himself hurried forward the few miles to meet General Buford. Together they rode out the Casstown Pike, and where their two grand monuments now stand, near the McPherson farm, a conference was held about nine A. M. As a result, Reynolds hurried back to his advancing troops to spur them forward, and as he was leading the foremost regiment into the woods he was struck in the head by a bullet and died



THE TREE GROWING FROM THE IMMENSE ROCK AT DEVIL'S DEN, GETTYSBURG

of the first of July Pettigrew's Division advanced towards the town, and at Willoughby Run, with his whole brigade dismounted, Gamble, in a spirited fight, held back the Confederates for about two hours. Buford, anxious about the situation, had, on June 30, advised Gen. John F. Reynolds at Red Tavern, of the expected encounter on the coming morning, and Reynolds had put the first division of his First Army Corps upon the road, after breakfast, on

instantly. This was at a quarter past ten o'clock. So passed away the greatest soldier in the army of the Potomac.

From then on, for an hour, there was fighting in and about the woods and on the field north of the railroad cut, and the Confederate Archer's brigade was captured down near Willoughby Run. During the two hours' lull in the battle which occurred after that, the Confederates were putting their men into several lines beyond the



THE ANGLE IN THE ROADS WHERE PICKETT MADE HIS FAMOUS CHARGE AT GETTYSBURG.

west of Willoughby Run, for the assault by Hill's corps that was to sweep the Union troops off Seminary Ridge. To prevent this, the able General Doubleday, who then commanded the First Corps, skillfully threw his two Pennsylvania brigades (of the Third Division) onto the front line, Biddle's on the north of the woods, and Stone's on the south of the woods, both on the open ground; the Second Division having been sent to the woods extending towards Oak Hill, somewhat in the direction of Carlisle, from where Ewell had been recalled. For three long hours (2 to 5 P. M.) these fresh troops received the terrible assaults of an enemy ten times their number, and when night had come and the defeated corps had reached Seminary Hill, it was found that the First Army Corps had been reduced from 9,403 officers and men to 2,400, many of the regiments losing from fifty to sixty per cent. The loss of the Light Brigade at Balaklava was thirty-six per cent. The 2d Wisconsin lost 233 out of 302, the 19th Indiana lost 210 out of 288, and the 150th Pennsylvania Volunteers out of 380 men and seventeen officers, brought back about eighty men and only one officer not wounded. The 121st, the 112d, the 113d, the 119th and the 151st Pennsylvania lost quite as heavily.

While the First Corps was thus engaged, the 11th Corps (General Howard) came onto the field from the Emmitsburg road.

Steinwehr's Division was sent to Cemetery Hill to fortify, and Shurz's and Barlow's Divisions were started for Oak Hill, that they might hold it against Ewell's Corps coming back from near Harrisburg. Unfortunately for the Federals, the enemy (Rhodes) had already seized the hill and Howard was forced to take the plain, so as to afford some protection to the First Corps then faced to the west and on the ridge. His two divisions were skillfully placed, and for two hours he persistently sustained an unequal and hopeless fight, being finally forced back to Cemetery Hill, just as Doubleday had been, and at about the same time. His losses were heavy, one regiment losing 70 per cent. Without protection, and without hope of holding his ground even, Howard's men had made a great fight.

Among the incidents of the First Day was the appearance on the field of John Burns, citizen, who came out from the town dressed in a blue swallow-tailed coat with brass buttons on it, with a tall hat on, and with his pockets distended with powder and ball. He approached the firing line, where Major Chamberlin of the 150th was standing, and begged to be allowed to fight with that regiment. While discussing the matter, Colonel Wister came up and advised him to go into the woods and fight from behind a tree, which the old man did, receiving there, three wounds, for which Pennsylvania has erected to his memory, a



LITTLE ROUND TOP

GETTYSBURG.

BIG ROUND TOP

handsome statue, located on the ground where the 150th fought.

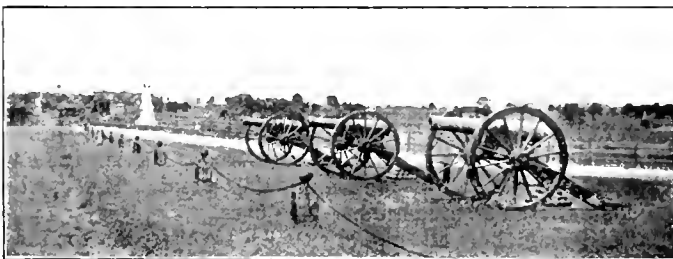
During the night of the first and during the second of July, the two army commanders were hurrying-up their troops, but it was the night of the second before the last of Sedgwick's Sixth Corps and the last of Longstreet's First Corps came into position. Meantime, away off at Hanover Junction, twelve miles east of Gettysburg, Kilpatrick was fighting Stuart, and having whipped him and forced the Confederate cavalry around to the left and rear of the Confederate army, he took his position on and west of the Emmittsburg road, a mile and a half from the Peach Orchard, on the left flank of the Union Army.

On July 2 General Sickles with his Third Corps, came up, and assigned to a position on the "left of Hancock," occupied the Emmittsburg road as far as the Peach Orchard, throwing his left back towards Round Top. He was hardly in position, before Longstreet, with impetuous Hood as one of his division commanders, enveloped the Union line, where, for five hours, from three to eight o'clock, the battle raged furiously, the 5th and the 20th Corps and part of the 6th of the Union army having been drawn into the contest, and the scene changing from the Peach Orchard to the famous Wheatfield and from there to the valley between the Round Tops and back

again to the Devil's Den and again back to the Wheatfield. Hood's men had actually come over the western slope of Round Top into the valley between the Round Tops, and had they fallen back upon the side of Big Round Top and intrenched, instead of allowing themselves to be driven from the valley, a different story would be told of Gettysburg. But such is the chance of war. It is fair to Longstreet and to Hood to say that they both favored the "turning" of Round Top in preference to the direct attack upon Sickles at the Peach Orchard, and it would seem as though their plan of attack would have had a chance of success, and with much less loss of life than attended the long fight they did make directly upon the Union lines.

The interposition of Sickles' Corps between the Confederate army and Round Top was what Longstreet least desired, for he had made his plans for a prompt and vigorous movement upon that strategic position, and doubtless would have carried the hill successfully but for the delay, which enabled the Union troops to secure the eminence just as the Confederates were ascending the western slope.

It was in the valley between the Round Tops that the desperate struggle for Little Round Top took place, when Vincent and O'Rorke and Weed and Hazlitt on the Union side were killed. Out at the Wheatfield,



ARTILLERY RESERVES

EMMITTSBURG ROAD

Colonels Zook and Cross were killed, and near the Peach Orchard, General Sickles lost his leg. In the fight of the second day, Hood was wounded, but wounds did not count with Hood, who afterwards, minus one leg and one arm, commanded the western Confederate army and fought Sherman near Atlanta.

The result on the left of the Union army may be summed up thus: the Confederates had pushed the Federal line back half a mile or more, but had failed to seize either of the coveted Round Tops, and each side had suffered frightfully in killed and wounded, including Kilpatrick's Union cavalry, which had, inadvisedly, charged Hood's infantry over rocks and through brush. In this charge General Farsworth met his death, gallantly attempting to execute an impossible order.

When Longstreet opened up his battle, it was expected that Ewell, out behind Cemetery Hill and Culp's Hill, would, at the same time, attack the Union lines in his front. He did not hear the guns of Longstreet however, and so his attack was not made until seven in the evening, when, supported by numerous guns in a hot artillery fire, the Louisiana Tigers (five regiments) and a North Carolina brigade of Early's Division, stormed East Cemetery Hill, carrying everything before them, even to clubbing Wiedrich's artillerymen in their hastily-thrown-up lunettes. But there were infantrymen back of the guns, across the Baltimore Pike, Carroll's Brigade, and these Hancock personally led against the foe, with the result that the Union guns and position were saved and the Louisiana Tigers, as a body under that fierce name, went out of existence.

Failing to win on East Cemetery Hill, Ewell, at seven o'clock, pushed Johnson's troops against the enemy on the east side of Culp's Hill, and, after an hour's fighting, gained a lodgment in a part of the works of the 12th Corps which had been vacated by troops called to aid in defending the line on the extreme left, against the attack of Longstreet. Johnson's troops pushed their advance, by nine o'clock, as far as the Baltimore Road, and but for a fear that they, in the darkness, were being led into a trap, could have pushed on another three hundred yards, to the immense trains of Meade's army. In this contest, the Confederates secured Spangler's Spring, but all night long the boys of both sides, in peace, car-

ried their canteens to the fountain and filled them with the gurgling water.

At daybreak, on the morning of July 3, General Slocum of the 12th Corps, made a successful attempt to drive the Confederates from the Union breastworks they had gained and occupied the night before, and for six hours the woods howled with shot and shell, as one of the most desperate of battles was carried on. Slowly, but surely, foot by foot, the Union troops advanced until the breastworks were wrested from the enemy, and the Confederates were driven back across Rock Creek. This ended the battle of Gettysburg, so far as Ewell's and Slocum's corps of the two sides were concerned.

From ten to one there was an ominous silence over the whole field on both sides. Then came the shot and shell from 150 Confederate guns posted along Seminary Ridge, directed upon the center of the Union line, and immediately 150 guns on the Union side responded, and for an hour and a half the very heavens and the earth shook with the concussion. The Union officers knew full well what that cannonading meant, and so General Hunt (of the Artillery) ordered his pieces to cease firing that the guns might cool off, and he had his disabled batteries replaced by fresh ones, and had the caissons replenished with ammunition, for the assault that was to come. Soon it came. Lee thought the Union guns were silenced from exhaustion, and promptly gave the order for 15,000 of Longstreet's and A. P. Hill's choicest troops to force the Federal line. Pickett was in front with his 5,500 men, and beautifully they marched on and on until Codori House was reached, when the charge commenced. From there it was a rush, until on and beyond the stone wall, at the angle, both sides mingled in wildest disorder, shooting and clubbing each other in a hand-to-hand struggle that seemed to have no end. The end, however, came, and one by one the Confederates threw down their arms or sought retreat. Of Pickett's 5,500 men, 224 had been killed, 1,140 had been wounded and 1,499 surrendered. Out of fifteen flags, twelve were left with the enemy, three only and a few brave troops making their way back to the starting point. The battle of Gettysburg was over.

All night long after the battle, Lee was pushing his trains back to the river through



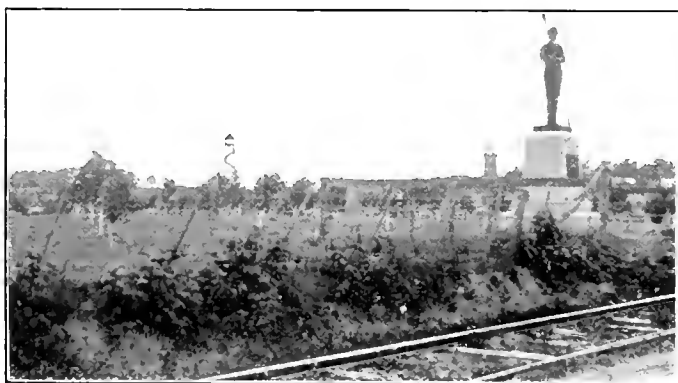
Fairfield Gap, and on the 4th of July he commenced moving his army, which, for the time, was protected by breastworks that were hastily thrown up to meet the Union troops should Meade venture an attack. The attack, however, did not come. It never came, and by July 14, upon the receding of the water of the Potomac, Lee's whole army was safely carried across to Virginia, at Falling Waters.

Gettysburg was really a drawn battle, and yet paradoxically, it was the decisive battle of the war and was treated by both sides and by the world as a great Union victory. The Gettysburg campaign was the last of the several incursions upon Northern soil. From then on, Lee was always on the defensive. Hence, Gettysburg, in the annals of the war, is known

as "high-water mark," and at the bloody angle on the field itself, where Pickett's great assault was ended in defeat, a tablet records "high-water mark."

Peace now enshrines the field of Gettysburg. Animosities are forgotten. The Blue and the Gray, once soldiers of which the world has never seen braver, abler or more determined, love to return there together, modestly recount their deeds of prowess and then separate as citizens of a common, reunited country.

Everyone should go to Gettysburg and spend two or three days there. It is good for one's patriotism and for one's inner self, as he is lifted above his own selfishness and sees what was done there for others and for the world, in years now here, and in the years to come.



THE PEACH ORCHARD AS IT IS TODAY



ANDREW SHARPshooters' MONUMENT

## ODD MONUMENTS ON THE GETTYSBURG BATTLEFIELD.

BY F. M. HOWELL.

**D**OTTING the hills, valleys, fields and plains of the twenty or more miles comprising the great battlefield of Gettysburg, are 348 monuments erected to perpetuate the memory of the gallant and brave men, and alas, many, many mere boys, who gave up their lives on the occasion of that memorable battle in July, 1863, lasting for over three days and well into the fourth.

To carefully and systematically take in this field and make a thorough examination of all the monuments, requires time and patience, both of which, however, will be well rewarded. The well-kept walks, the beautiful roads and driveways, make it a pleasure to wander over this immense field, if one has but the time to follow up the line of battle, and observe with deep interest the works of art displayed in the hundreds of monuments constantly greeting the vision. At the most unexpected moments in your walk or drive, you come upon a monument or boulder which attracts the eye. You stop to read the inscription, telling its own sad tale and mutely showing the place at which hundreds of our fellow beings gave up that most precious thing known as life, in order that our country might forever remain "one and indivisible," and then pass on to another, and another, and yet hundreds of others.

If one should go along the streets of any of our busy cities and at random pick out the first 348 men who pass, what a heterogeneous and odd collection it would make. Some short, some tall, some handsome, some far from being handsome, some full of life and energy, others dull and heavy looking, and yet all of them made by the one great architect and creator, and the One who "doeth all things well." And so it is with the 348 monuments on this immense battlefield. Some of them beautiful works of the sculptor's art, some of them full of life and energy, some of them heavy and dull to the eye, and yet all created and dedicated in that great spirit of love, which scripture tells us is the greatest of all virtues.

This article cannot treat of all the monuments on that immense battlefield, but will endeavor to briefly describe and illustrate



MONUMENT TO JENNIE WADE.

some of the odd ones and some that owe their origin to curious incidents that happened in connection with the battle.

The monument to the memory of Jennie Wade was erected by the Woman's Relief Corps of Iowa. Jennie Wade has the distinction of being the only woman killed during the great engagement. She left her home to go to the house of her sick sister on Baltimore Street, Gettysburg, in order to nurse her and attend to her wants. This home was in the thick of the battle and directly between the fire of the sharpshooters, so that her life was in jeopardy every moment. On the morning of July 3, while engaged in preparing the family meal, a bullet cut through the door of the kitchen, plowed its way through an angle of the wall and killed her instantly. The firing was so active that it was impossible to remove her body until nightfall, when it was buried in the corner of the garden by some women. The body was afterwards removed to the Reformed Church graveyard and finally buried in Evergreen Cemetery, where the handsome monument stands to her memory.



JOHN BURNS MONUMENT

Another curious monument is that erected in memory of John L. Burns, known as the "Hero of Gettysburg." On July 1, 1863, at the commencement of the battle, John L. Burns, then over seventy years of age and a citizen of Gettysburg, shouldered his old flint-lock musket and slipping away from home, joined the ranks of the 150th Pennsylvania Volunteers, under Colonel Wister. On account of his age and the dangerous position occupied by the 150th, Colonel Wister transferred him to the ranks of a Wisconsin regiment nearby. This regiment, however, took an active part in the conflict and the veteran was twice wounded, but though old and feeble he pressed on until after four o'clock in the afternoon, when he fell badly wounded. Soon after his fall the Federal army retreated, leaving him upon the field within the enemy's lines. Upon the following morning he was found by the Confederates and taken care of by them. He received special mention in the report of Major-General Doubleday, and an extract from this report appears on the handsome monument standing to his memory.

One of the most pathetic monuments is that erected by the 20th Massachusetts Infantry, commonly known as the "Boston Pudding," and is composed of a large Massachusetts granite boulder set upon a handsome pedestal. It seems that most of the soldiers comprising this regiment were

from the same section of Massachusetts, and at the door of the little schoolhouse around which as children they had played, was this large boulder. This regiment was terribly slaughtered at Gettysburg, and when years afterwards the question of an appropriate monument came up, it was thought that the best and most cherished memorial that could be erected would be the large boulder over and around which the slain had played when they were but school boys, and so it was taken from the school-house door and brought to Gettysburg, where it now stands, a beautiful memorial to their patriotism and bravery. The commander of this regiment was a direct descendent of Paul Revere and was killed on the third day during Pickett's Charge.

On Culp's Hill stands a large, natural boulder, about four or five feet square, marking the location of the 14th Brooklyn Infantry during the engagement. This rock was a miniature fortress to this command. Long afterwards the survivors remembering this friendly boulder, located it and utilized it as a lasting monument to the memory of those who fell almost within its shadow. The side of the boulder was chiseled smooth and an appropriate inscription placed thereon, and thus it stands to-day a monument reared by nature and making one of the oddest and most effective monuments on the field.



20TH MASSACHUSETTS INFANTRY



THE ONLY CONFEDERATE MONUMENT ON GETTYSBURG FIELD THE 2d MARYLAND.

Near "Death's Ravine," on Culp's Hill, is located the only Confederate regimental monument on the battlefield. It is erected to the memory of the 2d Maryland Regiment, C. S. A. This regiment was distinguished for its bravery and daring and was the only Confederate regiment from Maryland participating in the battle. This regiment entered the fight numbering 400 and during the engagement 50 of its number were killed and 140 wounded. The "Confederate Monument" is considered one of the curiosities of the field. Much opposition was



GENERAL G. K. WARREN ON LITTLE ROUND TOP MOUNTAIN.

encountered when the question of its being placed was under consideration, but there now seems to be great satisfaction on all sides that it has been located, and indeed, the day does not seem to be far distant when an equestrian statue of Gen. Robert E. Lee will adorn the field, similar to those built in honor of Generals Hancock and Meade.

A striking monument is that in memory of Gen. G. K. Warren, who originally commanded the 5th New York Duryea Zouaves and was afterwards made Chief Engineer of the Army. The monument, or rather statue, is situated on one of the large boulders on the summit of Little Round Top. General Warren, then in charge of the Engineer Corps, kept a close and careful watch from the summit of Little Round Top and while thus engaged he saw the glint of the Confederate bayonets a considerable distance away and who, under the cover of the close underbrush and foliage, were maneuvering to get into the Federal lines. He quickly gave the alarm and the advance of the Confederate troops was checked just in time.

Had it not been for the watchfulness of General Warren, perhaps the story of the battle of Gettysburg would have had another ending. The monument selected is an heroic statue of General Warren, made in bronze and standing in identically the same spot he occupied when he discovered the Confederate forces. So lifelike is the statue, that persons seeing it from below or on the road approaching Little Round Top suppose it to be a human being and are astounded when they find it to be a monument erected to the memory of one of the bravest officers who served in the Federal army.

Near Spangler's Springs, and occupying a very obscure position back from the road, is a plain monument that would be passed over without exciting any comment, if it were not for one single feature connected with it, and that is that it is the first monument erected on the Gettysburg battlefield. It was placed on the field in May, 1879, and is in memory of the 2d Massachusetts Infantry, who occupied that position during the engagement. No one dreamed, when the monument was placed, that the battleground would ever become the National Park of to-day. The monument was erected with the feeling that perhaps it would be unnoticed and unseen and that the battlefield in time would become neglected and perhaps



2d MASSACHUSETTS INFANTRY. THE FIRST MONUMENT ERECTED ON GETTYSBURG BATTLEFIELD.

be used for farm land or building lots, but notwithstanding this it was determined to place the monument there, and so to-day it receives the reward and attention due the perseverance and patience of those who erected it and is pointed out by all the guides as one of the "sights" of the field. How well we build at times without being aware of it.

Between Hancock Avenue and the peach orchard stands a monument which excites one's curiosity as soon as it is seen. It represents two men standing side by side, one in the uniform of a volunteer soldier and the other in the uniform of an old-time volunteer fireman. It was erected by the 2d Fire Zouaves and 73d New York Infantry to the memory of those of their number who fell during the battle. It seems that when the war began there was in New York a volunteer fire company who, becoming fired with patriotism, enlisted in the

service of the Union as a body, and in one day evolved from volunteer firemen into volunteer soldiers. They suffered great loss of number during the war, but held the record of being one of the best disciplined and bravest body of men in the service.

In passing through Sickles Avenue you come suddenly upon a man standing partially concealed in the bushes and who levels a gun at you aimed at just about the proper angle to make you think that if he fires it will be all over with you. Your heart involuntarily jumps up into your throat. Your hands almost mechanically are raised high above your head and you are just about to declare that he is welcome to your pocketbook, when you make the happy discovery that it is not a highwayman but a cleverly devised statue of a Federal sharpshooter, erected by the Andrew Sharpshooters as a tribute to the memory of that heroic body of men who saw such arduous service and who performed such wonderful deeds as fell to the lot of the sharpshooters. The pose is so lifelike, the situation in which the statue is placed is so well selected that the Sharpshooters' Monument is well worthy of being classed as one of the curiosities of the field.

On Little Round Top stands a beautiful monument erected by the survivors of the 44th New York Volunteers, known as "General Butterfield's Pet," to the memory of their fallen comrades. While of great



THE 73d NEW YORK INFANTRY.



THE 4TH NEW YORK INFANTRY ON LITTLE ROUND TOP

beauty and very costly, perhaps the most unique thing connected with it is the fact that it represents a dead loss of a considerable sum to the contractor and due to a very singular circumstance. The monument has an entrance and a small room at its base, and so confident was the builder of the solidity of the work and so sure was he that it was like the house spoken of in scripture which was builded upon a rock and could not be moved by anything, that he announced his intention of having a cannon placed in the room at the base of the monument and then have it fired off, declaring that the concussion would not affect the monument in the least. He could not be dissuaded from the attempt, and the exhibition came off, and so did pretty nearly the whole of the upper part of the monument, costing him something over \$6,000 to repair and put back in its original shape.

Many, many of the other monuments would prove of great interest if the little curious incidents in connection with their erection were given, but time and magazine space forbid.

May a kind Providence watch over the monuments erected to the fallen ones on this and all the battlefields in this country,

but our more fervent prayer is that never again may this great nation be called upon to take up arms brother against brother, but may the foes of long ago be welded into one common band of patriots and brothers standing shoulder to shoulder in defense of this "Land of the free and home of the brave." What more appropriate words could close this article than those of the immortal Lincoln, who, at the dedication of the National Cemetery at Gettysburg in November, 1863, only four months after the battle, said: "We cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here have consecrated it, far above our poor power to add or detract. It is for us, the living, to be here dedicated to the great task remaining before us, that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain—that this nation, under God, shall have a new birth of freedom, and that government of the people, by the people, for the people, shall not perish from the earth."

## THE FLAG.

BY W. D. NESBIT.

YOUR flag and my flag—  
And how it flies to-day!  
In your land and my land  
And half a world away.  
Rose-red and blood-red  
The stripes forever gleam;  
Snow-white and soul-white—  
The good forefathers' dream.  
Sky-blue and true-blue, with stars to shine aright—  
The gloried guidon of the day, a shelter through the night.

Your flag and my flag—  
And, oh, how much it holds!  
Your land and my land  
Secure beneath its folds.  
Your heart and my heart  
Beat quicker at the sight;  
Sun-kissed and wind-tossed,  
Red and blue and white!  
The one flag—the great flag—the flag for me and you—  
Glorified all else beside; the red and white and blue!

Your flag and my flag—  
To every star and stripe  
The drums beat as hearts beat  
And fifers proudly pipe.  
Your flag and my flag—  
A blessing in the sky;  
Your hope and my hope—  
It never hid a lie.  
Home land and far land, and half the world around,  
Old Glory hears our great salute, and ripples to the sound!



## WASHINGTON READY TO WELCOME THE GRAND ARMY MEN.

IT IS ESTIMATED THIS WILL BE THE LARGEST GATHERING OF UNION VETERANS  
EVER HELD IN THIS COUNTRY.

EXTENSIVE preparations have been made by the national capital for the 1902 encampment of the Grand Army of the Republic, which is to occur in Washington during the second week in October. Ten years ago the veterans of this organization were entertained as the city's guests, and the reception then accorded the members of the Grand Army proved to be one of the most notable experiences in their history as an organization. It is the purpose of the business men who have interested themselves in the reunion of this year to make this encampment even more noteworthy.

Three days—October 6, 7 and 8—Monday, Tuesday and Wednesday—have been chosen by General Torrence and his associates of the G. A. R. executive committee as the period of the national convention. The entertainment of the veterans and their guests, however, will cover an approximate week, beginning with the Thursday or Friday preceding the convocation of the delegates.

Monday has been set apart for the first day's session of the convention and a special and elaborate display of fireworks, at which all the officers of all the organizations then assembled in Washington and the President of the United States are to be present. On Tuesday the convention will continue and conclude its annual session, while the general visitors to the city will view an attractive and picturesque parade by the Sons of Veterans, who meet simultaneously with the G. A. R.; a regiment of militia from the District of Columbia and several battalions of regular troops—engineers, marines, cavalry and artillery—from the barracks about Washington. The third day has been set aside for the parade of the veterans, a sentimental desire on their part that none but soldiers who have seen service at the front should participate having been recognized by those who framed the program. In the evening it is probable President Roosevelt will tender General Torrence and his associate general officers of the auxiliary organizations a reception at the White House; the display of fireworks will be presented a third time,

and several smaller receptions will be tendered the officers of the woman's organizations by local chapters of those bodies.

This is a brief and tentative statement of the program so far agreed upon, and is, of course, subject to change to conform with later wishes of General Torrence. An extensive schedule of regimental, division and corps reunions have been arranged to cover the first two days of the encampment. Conventions of less noteworthy significance than that of the Grand Army will be held at the same time by various associations of survivors and auxiliary organizations. Numerous excursions will be made to nearby points of historic or legendary interest, such as Harper's Ferry, Frederick, Monocacy, Gettysburg, Antietam, Mount Vernon and Braddock's Rock and the 200 or more battlefields within easy reach of the Potomac River and along the Baltimore & Ohio R. R. All the public buildings will present particularly inviting displays of the work done by the several departments of the civil service, and encampment week will otherwise afford the general visitors to the city an exceptional opportunity for inspecting that part of Washington not intimately associated with, but nevertheless affected by, the coming of the veterans.

All the advices received in Washington—either by members of Congress whose constituents are interested in the encampment or by those who have charge of the encampment preparations—indicate that this gathering in the capital of the nation forty years after the period of service at the front is exciting extraordinary interest throughout the country. The expert testimony of many is that the crowd will surpass even that of 1892. The officers of the local Grand Army posts speak confidently of a larger post attendance than at any other encampment in the history of the society. General Torrence refers to the encampment as likely to prove the most interesting, the most significant and the most memorable reunion of veterans in his knowledge of the order, and that knowledge began almost with the foundation of the Grand Army of the Republic.

National pride in the City of Washington as the capital of the nation gives any convention held there a heightened interest. Indeed, this is so true that except during the months of July and August rarely less than three conventions are in progress in Washington at the same time, and the city has acquired an indifference toward ordinary conventions which contrasts curiously with the active pursuit after such meetings made by municipalities less fortunately situated. But in this instance Washington is wide awake both to the attractions and the honor of the G. A. R. encampment.

The whole city will be handsomely dressed for the occasion. A conspicuous feature of this decoration will be that it consists almost exclusively of American flags hung at an angle from all buildings along the line of the veterans' march and from most houses within reach of the business section of the city. Local opinion is strong against the distortion of the beautiful architectural lines of the public buildings. On other occasions the splendidly proportioned pediments of such buildings as the Treasury and the Patent Office have been marred by flags hung more or less gracefully about the cornices or allegorical pictures painted more or less skillfully. But this year the strong, fine lines of Greek and Romanesque architecture will be let to speak for themselves, and except for groups of flags about that which always flies from a governmental building they will be entirely without decoration.

The parks will make up for this deficiency. There are, perhaps, 100 reservations, large and small, within easy reach of Pennsylvania avenue, and these are all being transformed into encampment decorations. Near General Hancock's statue, at Seventh street and Market Space, for example, the trefoil of the Second Army Corps has been done in varicolored flowers. A triangle in solid colors in another park designates General Thomas' old command—the Fourth Corps. About the Pension building are a dozen floral badges, among which the most conspicuous is that of the Ninth Corps, designed by General Burnside, with its shield, anchor and cannon admirably modeled in coleus and begonia plants.

These decorations will converge on a court of honor, which is to be built in the space inclosed by Lafayette Square and the grounds of the White House. Several well-known architects are at work preparing a

design of Greek pillars and covered reviewing stands, which shall have the general effect of a peristyle with a semicircle of Ionic columns leading to the doors of the Executive Mansion, which by that time will have been completely remodeled. At night this space will glow with thousands of colored lights, illuminating the smoke which will ascend from several pyre urns and transforming what is now an open plaza into a structure of the most delicate beauty.

At night the whole downtown section of the city will take on the peculiar charm which attached to the Buffalo Exposition when its buildings were outlined with thousands of incandescent lights and its fountains transformed by the gleam of many colors. Plans are being laid for such an illumination of the high, white dome of the Capitol that from every point of view it shall stand out in sharp relief against the black of the sky. Corps badges and insignia designating the different state headquarters will be constructed about the different hotels.

But the chief night display will be the unusual and pretentious exhibition of fireworks, which will be made south of the White House and at the base of the Washington Monument. If the plans of the encampment committee do not miscarry, and that committee is made up of the most sound and conservative business and professional men in the city, this program of pyrotechnics will surpass any similar display ever seen here. There will be the inevitable prelude of bombs, rockets and colored balloons. This will be followed by thousands of what old-fashioned folks call "flower pots," but which are known to-day as "pyrotechnical fountains." Fire portraits of the great figures who contributed to the success of the Union forces will be varied by similar pictures of those who led the American army and navy during the war with Spain.

As a culminating number for each night's program there will be a representation in fireworks of the fall of Peking. A lake of appropriate size will be constructed to represent the river P'ei Ho. Representations of Chinese junks and other characteristic Chinese river craft will be constructed to make the view of Peking as realistic as possible. During the battle 500 young men will impersonate the soldiers who scaled the wall of the Chinese capital, and models of gunboats will depict the

attack made on the city by the fleet of the allied forces. Admission to the extended spaces about the monument will be free, but the committee will provide several thousand reserved chairs with boxes for the distinguished guests who are to view the display the first night.

Two impressive dedicatory ceremonies are to occur at the close of the encampment—the monument of Gen. W. T. Sherman, for which Congress has erected a pedestal at the south front of the Treasury building, and that to the late Dr. Benjamin F. Stephenson, founder of the Grand Army of the Republic—will both be unveiled. The former is a pretentious work in bronze and granite, executed partly by Carl Rohl-Smith, now deceased, and partly by Stephen Sinding, a Norwegian, and Lauritz Jensen, a Dane. The work is expected to prove one of the most notable memorials in a city already rich in such structures. The monument to Dr. Stephenson is a gift to the city by the G. A. R.

When these special features are coupled with the exceptionally low railroad rates to Washington; the low-priced excursions to the battlefields of Maryland and Virginia; the charm of Washington in October, when the late Senator Brice said: "The city is more lovely than the Rivera;" the beautiful decorations which have been planned by the city's merchants, and the interest always manifested in Washington as the nation's capital, it will be seen that General Torrence spoke moderately in saying that the encampment was likely to prove the most interesting in the history of the Grand Army.

Its special significance rests on the pathetic ground that most of the veterans who are to be its central figures, and who made it the center of the world's interest in 1865, can probably never again come to Washington on such a mission. Few of them are now less than sixty years old. Many are much older than that. More than one post has sent to encampment headquarters circulars which indicate this reunion as "the last which our men can hope to attend as a body." Accordingly, an extra effort is being made to have many separate associations as well represented as possible.

The local committee is informed that one post in Cincinnati intends to pay the expenses of such of its members as could not otherwise make the journey to Washington, and plans confidently to have its

entire membership answer to the roll call on the first day of the encampment. Another, from New England, has engaged an entire hotel, and will expend the post funds to make the encampment as enjoyable for all its members as any reunion of such a melancholy significance could be. This purpose to make the attendance as large as possible seems to have swept over the entire body of Union veterans, and local Grand Army men, the officers of the national organization and the committeemen who came here to reserve quarters, speak with the same confidence in saying that the attendance will surpass all previous records.

These considerations seem to warrant the conclusion of General Torrence that the encampment will be the most memorable which the Grand Army has ever known—more so even than that which occurred in Washington in 1892.

On that occasion large open-air shelters were built in the parks, and many of the veterans given free quarters. The plan this year is that men of such advanced age shall be saved from the risk of sleeping practically in the open air. The sum of \$12,000 has been given the executive committee of the G. A. R. for the rental of accommodations indoors, and every veteran who might be precluded from attending the encampment by lack of means is thus assured good, agreeable and accessible quarters without cost to himself. Three large tents, each as huge as the largest circus canvas, will be provided for corps and other reunions and for the receptions which are to be tendered the delegates. Every hall in the city has been listed by the committee for possible use and several of the churches have been already pre-empted for meetings of the auxiliary associations. The most notable provision, however, is that of the new government printing office building, an enormous structure seven stories high, with many thousand square feet of floor space. This will be made into a temporary barrack, and held as an overflow, should the other accommodations for the veterans prove to be insufficient.

Mention has been made of several "auxiliary associations" which are to convene with the G. A. R. These are the Union Veteran Union, which will swell the attendance by about 25,000 persons; the Sons of Veterans, who will add 40,000 to the crowd; the Association of Naval Veterans, the ex-Prisoners of War, the Soldiers of

the Battlefield, the Woman's Relief Corps, the Ladies of the G. A. R., the National Association of Army Nurses, the Ladies' Aid to the Naval Veterans, Daughters of Veterans and Ladies' Aid to the Sons of Veterans. Each one of these will hold its own convention, and each meeting will be of pronounced and general interest. That all have arranged to assemble simultaneously with the Grand Army of the Republic, the largest association of war veterans in the country, signifies that the period of the October encampment will have an extraordinary and practically immeasurable interest for all who had any part in the great struggle of the early '60s.

The preparations for the encampment have been undertaken by a committee of about sixty residents of Washington, chosen at the instance of the Washington Business Men's Association and designed to repre-

sent all that is most substantial and progressive in the distinctive city life of the national capital. These gentlemen have met and conferred with the executive committee of the G. A. R. and the preparations which have resulted from these conferences have been approved by General Torrence as singularly complete and very attractive. President Roosevelt, the members of his Cabinet individually and nearly every member of Congress have all expressed a pronounced personal interest in the success of the reunion, and nearly all have promised to attend it. With so general a support from the city of Washington and this active co-operation on the part of those who comprise the national government it seems not too much to anticipate that this reunion of 1902 shall draw to the capital one of the largest and most notable assemblages the city has ever known.

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## SOLDIERMEN, BENT AND GRAY.

BY W. D. NESBIT.

SWORD and saber, and musket, too,  
Mottled and red with rust;  
Cap and jacket of faded blue,  
Turning to gray with dust.  
Don them all when the bugle blows,  
Soldiermen, bent and gray;  
Don them all when you hear the call —  
Don them and march away!

For your blood runs red as it did of old,  
It burns with the old-time fire;  
And your hearts leap quick as the drum that rolled,  
Though the laggard feet may tire.  
So cheer the flag till the echoes come  
And the tear stands in the eye,  
And march to the music of the life and drum  
As you did in days gone by!

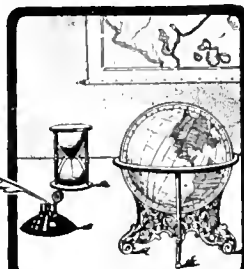
Belt and knapsack and epaulet,  
Chevrons and badge of corps;  
Put them on, for we love them yet,  
Just as in days of yore.  
Put them on when the trumpets sound,  
Soldiermen, bent and gray;  
God bless you, for your heart was true —  
Wear them and march away!

For our blood runs red when we see you come,  
With gaps in your serried ranks;  
Our hearts bent big with the throbbing drum,  
And thrill with the saber clanks.  
Our eyes grow wet and our tongues are dumb,  
But the flag smiles in the sky;  
So march to the music of the life and drum  
As you did in days gone by!



# Stub Ends of Thought

By ARTHUR G. LEWIS.



HOW many well-toned intellects get out of tune when some fool strums the strings of their conceit.

THE fact of fiction existing helps half-hearted skeptics to doubt the existence of fact.

THE exercise of too much diplomacy is an indication of too little sincerity.

THERE should be something left to the imagination of love; a consistent seasoning with the sauce of uncertainty.

ADVERSE criticism is often nothing more than a caricature painted by prejudiced conceit.

SECRETS are syndicated by a breach of the trust that originated them.

THE gospel of romance is responsible for many disasters in fact.

MY mother was unknown to me, yet I look in the face of every good woman for her likeness.

DOUBT is treason to the king of love, and fears are hopes devoid of faith.

HAD the heart received one-half the cultivation of the brain, moral conditions would have reached their zenith.

LOVE and hate are first-cousins in a woman's temperament, and one frequently embraces the other.

REMORSE and retrenchment are the natural penalties of neglect.

ONE of the triumphs of existence is to know others admit our sincerity.

THE average woman's tears represent, as a rule, merely the safety valve of her emotions.

IF there is any real philosophy in love, it is only apparent in retrospection.

GOD help us when those we count our friends yield to the prejudice of our enemies.

THE most refining influence upon modern society is the environment of a pure woman.

LET us erect a tablet over the grave of our mistakes, and visit often the tomb of our failures.

THE acute development of civilization has dragged down in its path of progress many picturesque ideals.

FULL revelation of feeling is only advisable in conjunction with complete mutual faith and confidence.

THE little white hands of women lead more men to hope and heaven, than all the world's temptations drag to hell.

How much possibility of real accomplishment is sacrificed upon the altar of imagination.

## HEAVEN.

JUST a place of rest and peace;  
A love-kissed perfect home,  
Where hearts meet hearts in greeting,  
And good-by is unknown.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 528 EXCEPT SUNDAY	No. 522 SUNDAY	No. 526 EX. SUN 8 HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	
LV. WASHINGTON	7.05	8.30	9.00	10.00	12.20	3.00	6.05	8.00	11.30	3.00	
LV. BALTIMORE, CAMDEN STATION	7.55	9.19	9.62	10.50	1.17	3.49	8.00	9.00	12.39	3.61	
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.67	10.54	1.22	3.53	8.05	9.05	12.44	3.65	
AR. PHILADELPHIA	10.15	11.27	12.11	12.53	3.29	6.51	8.19	11.40	3.10	6.00	
AR. NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	5.55	8.00	10.40	3.20	5.52	8.32	
AR. NEW YORK, SOUTH FERRY	12.40	1.45	2.35	3.05	6.00	8.05	10.50			8.35	
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 EX. SUN 8 HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT	
LV. NEW YORK, SOUTH FERRY	12.10	8.25	10.25	11.25	12.55	1.55	3.35	4.55	6.55	12.10	
LV. NEW YORK, LIBERTY STREET	12.15	8.30	10.30	11.30	1.00	2.00	3.40	5.00	7.00	12.15	
LV. PHILADELPHIA	7.30	10.55	12.00	1.37	3.08	4.17	6.48	7.25	9.38	3.35	
AR. BALTIMORE, MT. ROYAL STATION	9.38	1.11	2.65	3.35	6.05	6.50	7.45	9.45	11.45	6.05	
AR. BALTIMORE, CAMDEN STATION	9.42	1.15	3.00	3.40	6.10	6.55	7.50	9.50	11.50	6.10	
AR. WASHINGTON	10.35	2.10	4.00	4.30	6.10	7.55	8.40	10.50	12.50	7.30	
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM	

Pullman Cars on all trains.

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, WHITEHALL TERMINAL	10.25 AM	12.55 PM	N 3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	
LV. NEW YORK, LIBERTY STREET	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	
LV. PHILADELPHIA	12.50 PM	3.08 PM	N 6.48 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	
LV. BALTIMORE, MT. ROYAL STATION	2.55 PM	5.05 PM	N 7.45 PM	11.45 PM	9.38 AM	8.50 AM	11.45 PM	
LV. BALTIMORE, CAMDEN STATION	3.10 PM	5.20 PM	7.30 PM	12.00 NT	9.47 AM	9.00 AM	12.00 NT	
LV. WASHINGTON	4.15 PM	6.20 PM	8.45 PM	1.10 AM	10.50 AM	10.05 AM	1.00 AM	
AR. PITTSBURG			6.30 AM		7.50 PM		9.15 AM	LV 3.30 PM
AR. CLEVELAND			1.00 PM					9.35 PM
AR. WHEELING		5.40 AM						LV 3.30 PM
AR. COLUMBUS		10.05 AM						9.15 PM
AR. TOLEDO								
AR. CHICAGO		7.30 PM			9.40 AM			6.50 AM
AR. CINCINNATI	8.14 AM			5.35 PM		2.35 AM		
AR. INDIANAPOLIS	11.45 AM			10.35 PM		6.50 AM		
AR. LOUISVILLE	11.52 AM			9.30 PM		7.05 AM		
AR. ST. LOUIS	6.45 PM			7.25 AM		1.35 PM		
AR. OHATTANOOGA	6.50 PM			6.25 AM		6.50 PM		
AR. MEMPHIS	10.50 PM			8.40 AM		10.50 PM		
AR. NEW ORLEANS	10.00 AM			7.35 PM		10.00 AM		

Through Pullman Sleepers to all points. N Connection east of Baltimore (Camden Sta.) is made with 509, "Royal Limited."

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	No. 48 EXPRESS DAILY
LV. CHICAGO			3.30 PM	10.10 AM			7.45 PM	
LV. TOLEDO								
LV. COLUMBUS				7.05 PM				
LV. WHEELING				12.10 AM				10.50 AM
LV. CLEVELAND			11.30 PM			* 11.00 AM		
LV. PITTSBURG			8.00 AM		9.00 PM	* 6.30 PM	1.20 PM	
LV. ST. LOUIS	* 9.00 AM	2.05 AM				8.20 PM		
LV. LOUISVILLE	2.00 PM	8.20 AM				2.30 AM		
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM						
LV. CINCINNATI	* 8.10 PM	12.15 PM				8.00 AM		
LV. NEW ORLEANS		7.30 PM				8.55 PM		
LV. MEMPHIS		8.15 PM				8.15 PM		
LV. OHATTANOOGA		9.00 PM				9.00 PM		
AR. WASHINGTON	12.10 PM	6.41 AM	4.50 PM	11.52 AM	6.30 AM	2.45 AM	11.05 PM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.10 PM	7.50 AM	6.53 PM	1.10 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR. BALTIMORE, MT. ROYAL STATION	1.22 PM	8.00 AM	8.05 PM	1.22 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.55 PM	12.35 PM	10.40 PM	6.55 PM	12.35 PM	8.32 AM	6.52 AM	6.52 AM
AR. NEW YORK, WHITEHALL TERMINAL	6.00 PM	12.40 PM	10.50 PM	6.00 PM	12.40 PM	8.35 AM		

Through Pullman Sleepers from all points. \* Daily. \* Daily except Sunday.

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- No. 512. Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia
- No. 504. Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia
- No. 526. Buffet Parlor Car Washington to New York.
- No. 522. Parlor Car, Dining Car, table d'hote, Baltimore to New York.
- No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York
- No. 508. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, and Cafe, a la carte, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506. Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 546. Pullman Sleeping Cars Washington and Baltimore to New York

## WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 507. Drawing Room Car New York to Washington. Dining Car, table d'hote, Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington
- No. 509. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.
- No. 525. Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 503. Buffet Drawing Room Car New York to Washington.
- No. 515. Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.
- No. 9. Drawing Room Sleeping Car Baltimore to Pittsburg and Sleeping Car Washington to Pittsburg. Dining Car Philadelphia to Baltimore. Parlor Car Allegheny to Cleveland.
- No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Drawing Room Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals
- No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg. Sleeping Car Deer Park to Pittsburg every Monday morning.
- No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago.
- No. 55. Drawing Room Sleeping Car Cincinnati to Louisville. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.
- No. 4. Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals. Sleeping Car Deer Park to Pittsburg every Sunday night.
- No. 6. Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.
- No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10. Sleeping Car Pittsburg to Washington and Drawing Room Sleeping Car Pittsburg to Baltimore. Dining Car Washington to Philadelphia. Sleeping Car Pittsburg to Deer Park every Friday night.
- No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Parlor Car Cleveland to Allegheny. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg.
- No. 46. Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

# THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

**AKRON, OHIO,** Union Station, C. D. HOSKYLE, Ticket Agent. Howard Street, F. S. G. ATLEY, Ticket Agent.  
**BALTIMORE,** Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent. B. F. BOND, District Passenger Agent. Camden Station, F. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.  
**BELLAIRE, OHIO,** J. F. SHERIDAN, Ticket Agent.  
**BOSTON,** 211 Washington Street, J. P. TAGGART, New England Passenger Agent; F. E. BAEKEY, Ticket Agent.  
**BROOKLYN, N. Y.,** 339 Fulton Street, T. H. HENDERSON, Ticket Agent.  
**BUFFALO, N. Y.,** 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.  
**BUTLER, PA.,** WM. TURNER, Ticket Agent.  
**CANTON, OHIO,** S. S. C. MCGREW, Ticket Agent.  
**CHESTER, PA.,** A. M. D. MULLINIX, Passenger and Ticket Agent.  
**CHICAGO** 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent. H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Bldg., C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.  
**CHILLICOTHE, OHIO,** J. R. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.  
**CINCINNATI,** B. & O. S.-W., 4th and Vine Streets, J. B. SCOTT, District Passenger Agent, C. H. WISEMAN, City Ticket Agent, ORIN B. McCARTY, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; WM. BROWN, Depot Ticket Agent.  
**CITY OF MEXICO, MEX.,** D. BANKHART, Agents General, B. & O. S.-W., Apartado 290.  
**CLEVELAND, OHIO,** 24 Superior Street, G. W. SQUIGGIN, Traveling Passenger Agent. South Water Street Station, A. N. DIETZ, Ticket Agent. M. G. CARROLL, Division Passenger Agent.  
**COLUMBUS, OHIO,** No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.  
**CONNELLSVILLE, PA.,** H. L. DOUGLAS, Ticket Agent. J. T. LANE, Traveling Passenger Agent.  
**COVINGTON, KY.,** 402 Scott Street, G. M. ABBOTT, Ticket Agent.  
**DALLAS, TEXAS,** J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.  
**DENVER, COLO.,** S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W.  
**HARPER'S FERRY, W. VA.,** C. E. DUDROW, Traveling Passenger Agent.  
**KANSAS CITY, MO.,** Box 284, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.  
**LOUISVILLE, KY.,** B. & O. S.-W., 1th and Main Streets, R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent, E. V. PROSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 7th Street Station.  
**MANSFIELD, OHIO,** S. SMITH, Ticket Agent.  
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**NEWARK, N. J.,** 152 Market Street, F. T. FEARFY, Ticket Agent.  
**NEWARK, OHIO,** F. C. BARTHOLOMEW, Ticket Agent, F. P. COFFER, Traveling Passenger Agent.  
**NEW YORK,** 334 Broadway, LYMAN McCARTY, Assistant General Passenger Agent; C. B. JONES, Ticket Agent. 130 Broadway, H. R. FAROAT, Ticket Agent. No. 6 Astor House, A. J. OSTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 113 Broadway, R. H. CRUNDEN & Co., Ticket Agents. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. R.  
**NORFOLK, VA.,** 34 Granby Street, Wither's Bldg., ARTHUR G. LEWIS, Southern Passenger Agent; W. C. YOUNG, Ticket Agent.  
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**PITTSBURG,** Cor. 5th Avenue and Wood Street, E. D. SMITH, Assistant General Passenger Agent, E. D. STEINMAN, City Ticket Agent. 540 Smithfield Street, J. V. McCORMICK, Ticket Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.  
**SANDUSKY, OHIO,** T. B. LUCKER, Ticket Agent.  
**SAN FRANCISCO, CAL.,** Room 1, Hohart Building, PETER HARVEY, Pacific Coast Agent.  
**SPRINGFIELD, ILL.,** N. J. NEER, Division Passenger Agent, B. & O. S.-W.  
**ST. LOUIS,** B. & O. S.-W., 6th and Olive Streets, F. D. GILBERTS-LEEVE, Assistant General Passenger Agent, H. C. STEVENSON, City Passenger Agent, L. G. PAUL, City Ticket Agent, L. L. HORNING, Station Passenger Agent, B. N. EDMONDSON, Traveling Passenger Agent.  
**ST. PAUL, MINN.,** R. C. HAASE, Traveling Passenger Agent.  
**TIFFIN, OHIO,** A. J. BELL, Ticket Agent.  
**VINCENNES, IND.,** W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.  
**WASHINGTON, D. C.,** 705 15th Street, N. W. Cor. New York Avenue, S. R. HEGE, District Passenger Agent, B. P. MERRILL, Ticket Agent. 619 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent. Station, New Jersey Avenue and C Street, J. LEWIS, JR., Ticket Agent.  
**WHEELING, W. VA.,** B. & O. Station, T. C. BURKE, Traveling Passenger Agent.  
**WILMINGTON, DEL.,** Delaware Avenue Station, H. A. MILLER, Passenger and Ticket Agent. Market Street Station, W. LUTON, Ticket Agent.  
**WINCHESTER, VA.,** T. B. PATTON, Ticket Agent.  
**YOUNGSTOWN, OHIO,** JAMES AIKEN, Ticket Agent.  
**ZANESVILLE, OHIO,** JAS. H. LEE, Ticket Agent.  
**EUROPEAN AGENTS,** BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

## TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore.	O. P. McCARTY, General Passenger Agent, Baltimore & Ohio S.-W. R. R., Cincinnati.



... THE ...  
**BALTIMORE & OHIO R. R.**

Operates its own

**Dining Car  
Service . .**

on all

**THROUGH TRAINS**



A la  
Carte

Table  
d'Hote

**The Highest Standard**  
in  
**SERVICE AND MENU**

A LA CARTE OR TABLE D'HOTE

Complete Details of the Service in all Time Schedules



THE DINING CAR



THE OBSERVATION CAR

An Exclusively Pullman  
Train, Vestibuled throughout  
with Buffet Smoking,  
Parlor and Observation Cars.  
Unexcelled Dining and Cafe  
Car Service.



# The "Royal Limited"

Runs every day between  
New York, Philadelphia,  
Baltimore and Washington  
in five hours. No extra  
fare other than regular  
Pullman charge.





# Seashore Excursions

to

## ATLANTIC CITY

Cape May, Sea Isle City, Ocean City, N. J.

Ocean City, Md., Rehoboth Beach, Del.

via

## BALTIMORE & OHIO R. R.

In Connection with the Philadelphia & Reading Ry.

**THURSDAYS: August 14 and 28**  
**September 4, 1902**

from

**Pittsburg, Wheeling, Marietta**

**Parkersburg, Huntington, Kenova**

and all Intermediate Stations east to

**Washington Junction**

### TICKETS

Will be sold at VERY LOW RATES on above dates, valid for return SIXTEEN (16) DAYS, including date of sale.

### STOP-OVERS

Tickets sold for excursion of September 4 require deposit with Joint Agent at Atlantic City, or with Depot Ticket Agents at other seashore resorts, immediately on arrival, and must be validated for return passage. They will not permit of stop-over in either direction, except at Washington, D. C., within limit on return trip, on deposit with Ticket Agent at Baltimore & Ohio R. R. Station, New Jersey Avenue and C Street.

Tickets sold for excursions of August 14 and 28, will permit of stop-over within the final limit on return trip at Philadelphia, Baltimore and Washington, provided tickets are deposited with Depot Ticket Agent at either place, immediately on arrival. Tickets for these excursions will be good leaving Philadelphia for seashore resorts on day following date of sale.

# SUMMER RESORTS IN THE ALLEGHANIES

## Bedford Springs Hotel

BEDFORD, PA.

IN THE

**"HEART OF THE ALLEGHANIES"**

Open June to October

REACHED VIA THE

**BALTIMORE & OHIO R. R.**

FAMOUS FOR ITS MINERAL AND PURE WATERS

**"Magnesia, Sulphur, Chalybeate or Iron and Sweet Springs"**

**THE IDEAL HEALTH AND SUMMER  
RESORT OF PENNSYLVANIA . . .**

**FINEST NINE-HOLE GOLF COURSE IN THE STATE**

OUR BEAUTIFUL SOUVENIR BOOKLET TELLS YOU OF THE  
NUMEROUS ADVANTAGES AND ATTRACTIONS OF BED-  
FORD SPRINGS—WE WOULD LIKE TO HAVE YOU READ IT

**H. E. BEMIS, Manager**

**WINTER RESORT:** Florida East Coast Hotel Co.  
Hotels Royal Victoria, The Colonial and Victoria  
Annex, Nassau, Bahamas . . . . .

FOR FULL INFORMATION, TICKETS  
ETC., CALL UPON AGENTS OF THE

**BALTIMORE & OHIO R. R.**

## MOUNTAIN LAKE PARK

MARYLAND

**M**OUNTAIN LAKE PARK, on the crest of the Alleghanies, between Deer Park and Oakland and on the main line of the Baltimore & Ohio Railroad, is the annual meeting place of the Mountain Chautauqua, established in the fall of 1881. Every summer large gatherings of people hold their religious and secular conventions in its large auditorium, seating about 6,000 people. Adjoining the Auditorium are the lecture and school rooms devoted to educational features.

The important gatherings announced for August are as follows: Mountain Chautauqua Meeting, August 1-28; National Archery Association, August 13-15.

Besides the regular summer excursion rates in effect to this popular resort, special rates have been announced for each of the above occasions.

Mountain Lake Park is a beautiful resort for health and rest with the advantages of schools and lyceum. There are six or seven good hotels and many boarding houses, besides about two hundred cottages.

For full information, tickets, etc., call on agents

**BALTIMORE & OHIO R. R.**

## OAKLAND

MARYLAND

**O**AKLAND, MD., is on the crest of the Alleghanies known as "The Glades," on the main line of the Baltimore & Ohio Railroad and only six miles from Deer Park. It contains many beautiful homes and private cottages owned by residents of distant cities who occupy them every summer on account of the delightful climate.

One large and several small hotels and many boarding houses provide for transient guests in the summer time. It is easy of access and reached by through trains from St. Louis, Louisville, Cincinnati, Chicago, Columbus, Wheeling, Baltimore, Washington, Philadelphia and New York.

For full information, tickets, etc., call on agents

**BALTIMORE & OHIO R. R.**

## HARPER'S FERRY

WEST VIRGINIA

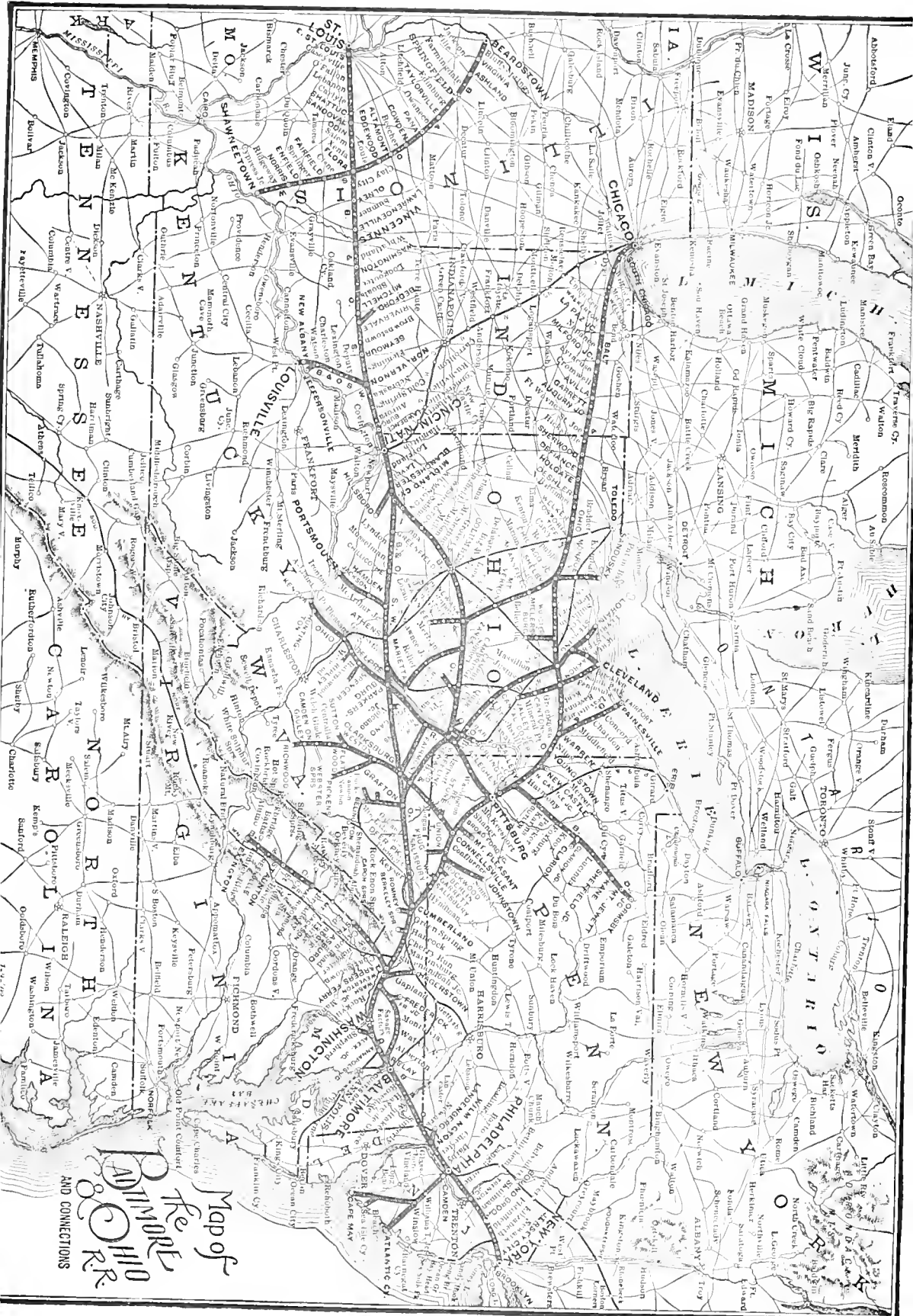
**T**HIS historical town, unsurpassed in beauty and historic connections, is fully equipped as a summer resort. Several modern hotels and cottages are built in locations commanding the finest scenery of the Potomac and Shenandoah rivers.

Harper's Ferry is in West Virginia, on the main line of the Baltimore & Ohio Railroad. All through trains pass through it. It is conveniently located and in an easy distance from all famous springs in the Shenandoah Valley.

Regular summer rates in effect.

For full information, tickets, etc., call on agents

**BALTIMORE & OHIO R. R.**



# Baltimore & Ohio R.R.



## EAST AND WEST



### CALENDAR - 1902



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29	27	28	29	30			
														30	31												
MAY							JUNE							JULY							AUGUST						
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9
11	12	13	14	15	16	17	8	9	10	11	12	13	14	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31			24	25	26	27	28	29	30
							29	30													31						
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			
														30													

## ROYAL BLUE TRAINS

D.B. MARTIN,  
MANAGER PASSENGER TRAFFIC  
BALTIMORE, MD

B.N. AUSTIN,  
GENERAL PASSENGER AGENT  
CHICAGO, ILL.

# ROYAL BLUE



ALL TRAINS VIA WASHINGTON  
**BALTIMORE & OHIO R.R.**  
WITH STOP-OVER PRIVILEGE



[illegible]

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.



# 36th Annual Encampment G. A. R.

Washington, D. C., October 6-11, 1902

## THE GREAT BATTLEFIELD ROUTE

Tickets will be sold from all points on the line of the Baltimore & Ohio Railroad to Washington at

### GREATLY REDUCED RATES

From the territory **East of the Ohio River** tickets will be sold for all trains of October 4th, 5th, 6th and 7th, valid for return until October 11th, except if tickets are deposited with Joint Agent between October 7th and 10th, and on payment of 50 cents, they may be extended to leave Washington to November 3d, 1902, inclusive.

From the territory **West of the Ohio River** tickets will be sold for all trains of October 3d, 4th, 5th and 6th, inclusive, valid for return until October 11th, except if tickets are deposited with Joint Agent not later than noon of October 10th, and on payment of 50 cents, they may be extended to leave Washington to November 3d, 1902, inclusive.

### STOP-OVERS

All excursion tickets to Washington account G. A. R. Encampment will permit of stop-over in each direction at Oakland, Mountain Lake Park and Deer Park, Md., and at any other one point desired east of the Ohio River in either direction within return limit.

**From New York, Philadelphia, Chester, Wilmington and Baltimore** there are nine fast vestibuled trains each day to Washington, with splendid Coaches, Pullman Parlor Cars and unexcelled Dining and Cafe Car service. This is the famous "Royal Blue Line," including the "Royal Limited," finest daylight train in the world.

**From Pittsburg** the Baltimore & Ohio is the short route without any change of cars. Three fast vestibuled trains daily, vestibuled throughout, with Pullman Sleeping Cars, Observation Cars and Dining Cars.

**From Wheeling**, via Gratton, three fast vestibuled trains daily. The day train with Pullman Parlor Car and the night trains with Pullman Sleeping Car.

**From Columbus**, via Bellaire and Gratton, through Pullman Sleeping Cars. (Tickets will be sold also via Pittsburg.)

**From Cleveland**, tickets will be sold via Pittsburg.

**From Chicago**, two fast vestibuled trains daily with Pullman Sleeping Cars and Dining Cars—one via Pittsburg the other via Newark. The shortest route with no change of cars.

**From St. Louis, Louisville and Cincinnati**, three fast vestibuled daily trains with no change of cars. Through Pullman Sleeping Cars, excellent Dining Car service. The shortest route with no change of cars.

THE BALTIMORE & OHIO R. R. ENTERS WASHINGTON UNDER THE  
SHADOW OF THE CAPITOL DOME.



GENERAL PLAN OF THE CITY OF WASHINGTON.

## The Baltimore & Ohio Railroad AND THE CIVIL WAR

# The Baltimore & Ohio Railroad

## AND THE CIVIL WAR

### 1861-65

It was the first and most desirable point of vantage coveted by both the Federal and Confederate armies. In May, 1861, the four Federal advance columns concentrated at Parkersburg, W. Va., Wheeling, W. Va., Harper's Ferry, W. Va., and at Washington. To retain the advantage, the Federal government established block houses along the railroad from the Monocacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont and New Creek (Keyser). The B. & O. was the base of operations for the Federal army for nearly four years and from which the government could not take advance line earlier than November, 1864. The B. & O. was the means of communication between the West and the Army of the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first famed through the fanatical attempt of John Brown, in defying the laws and customs of his country, was captured or recaptured eight times in three years. The Government arsenal and armories which were located there, were destroyed by the government to prevent their capture. ONE HUNDRED AND SEVENTY-NINE BATTLES OF GREATER OR LESS IMPORTANCE WERE FOUGHT ON OR ADJACENT TO THE BALTIMORE & OHIO RAILROAD, not taking into consideration the innumerable skirmishes.

### Harper's Ferry, the Gate to the Shenandoah Valley

Where the three states of Virginia, West Virginia and Maryland come together; where the Potomac and Shenandoah rivers unite; where the towering steep of the Blue Ridge end abruptly, throwing upon the heights of Maryland and Bolivar Heights in West Virginia, lies the quaint historic town of Harper's Ferry. John Brown baptized it in blood in 1859, when he captured the town and the U. S. arsenal and made his final and fatal stand in the engine house (known afterwards as John Brown's fort), alongside the Baltimore & Ohio Railroad. A plain shaft, simply inscribed, now marks the location.

Again in 1861, grim visaged war seized the village and held it tight in its grasp for nearly four years. The deeds that were done, and the tales that are told concerning Harper's Ferry fill volumes.

The heights at Harper's Ferry guarded the Shenandoah Valley. It was a most important stronghold to be desired when some great campaign was planned by either army.

From Harper's Ferry the Shenandoah division of the Baltimore & Ohio R. R. extends southward to Charlestown, Winchester, Harrisonburg and Lexington. Battlefields surround the village in all directions.

### One Hundred and Seventy-nine Battles were Fought On or Adjacent to the Baltimore & Ohio Railroad

### The Potomac River, Indelibly Linked With the Fortunes of War

"All quiet along the Potomac to-night."

Except now and then a stray plover  
Is shot, as he walks on his beat to and fro,  
By a rifleman laid in the thicket."

But it was not always quiet along the Potomac. For four long weary years the valley through which the river winds, and which now is a dream of peace and prosperity, was hotly contested ground for the great armies of the North and South.

The Baltimore & Ohio Railroad follows the famous stream for nearly one hundred and fifty miles—from Piedmont, W. Va., to Washington Junction, Maryland—and both river and railroad were crossed and recrossed time and again, by the contending armies. The battles of Antietam, South Mountain, Monocacy and Gettysburg were all fought north of the main line of the B. & O. Harper's Ferry picturesque and beautiful, lies on the sharp northeastern point of West Virginia, whose rock bound sides guide the gentle Shenandoah to its confluence with the Potomac.

### The Shenandoah Valley, the "Valley of Dispute," "Sheridan's Ride"

The beautiful valley of the Shenandoah—known in the army as the "Valley of Dispute"—suffered more than any one section of country. A branch of the Baltimore & Ohio Railroad extends southward through it from Harper's Ferry to Strasburg and from Harrisonburg to Lexington, with the Southern Railway forming the connecting link. The Blue Ridge on the east and the Shenandoah Mountains on the west, echoed with the roar of artillery and the crack of musketry almost continually during '63, '64 and '65.

Halltown, Charlestown, Summit Point, Winchester, Opequon, Kernstown, Middletown, Cedar Creek, Strasburg, Fisher's Hill, Woodstock, Mt. Jackson, New Market, Harrisonburg, Cross Keys, Staunton and Lexington, following each other consecutively down the road, were battle-stained over and over.

Winchester suffered the most. Cedar Creek was perhaps the fiercest, where Sheridan became immortalized in history for his famous ride from Winchester.

## 36th Annual Encampment G. A. R.

Washington, D. C., October 6-11, 1902

# 36th Annual Encampment G. A. R.

Washington, D. C., October 6-11, 1902

## SPECIAL RATES FOR SIDE TRIPS TO Battlefields and Prominent Points

Tickets via routes and at rates named below will be on sale at stations designated during the Encampment

TO	FROM	FARE
ATLANTIC CITY, N. J. And Return.	Washington	\$8.00
BEVERLY, W. VA. And Return.	Grafton, W. Va.	1.94
GETTYSBURG, PA. And Return.	Cherry Run, W. Va.	1.75
GETTYSBURG, PA. Returning to Weverton.	Cherry Run, W. Va.	1.75
GETTYSBURG, PA. And Return.	Washington (via Hagerstown)	3.35
GETTYSBURG, PA. And Return.	Weverton	1.35
GETTYSBURG, PA. Returning to Cherry Run	Weverton	1.75
KEEDYSVILLE, M. D. (ANTIETAM) And Return.	Weverton	.40
MT. VERNON, VA. And Return.	Washington	1.95
MT. VERNON, VA. And Return.	Washington (via boat)	(a) .75
MT. VERNON, VA. And Return.	Washington (via trolley)	(b) .50
NORFOLK, VA. OLD POINT COMFORT And Return	Washington (via N. & W. S. B. Co.)	3.00
PHILIPPI, W. VA. And Return.	Grafton	.73
RICHMOND, VA. And Return	Washington (via Fredericksburg)	3.50
RICHMOND, VA. And Return.	Washington (Going via N. & W. D. C. S. B. Co., Fort Monroe and C. & O. Ry., returning all rail through Fredericksburg, Va.)	5.75
RICHMOND, VA. And Return	Washington (Going via N. & W. D. C. S. B. Co., Fort Monroe and Virginia Nav. Co. to Richmond, return- ing all rail through Fredericksburg, Va.)	4.75
VIRGINIA BATTLEFIELD POINTS And Return.	Harper's Ferry	One Fare for the Round Trip
VIRGINIA BATTLEFIELD POINTS And Return.	Shenandoah Junction	One Fare for the Round Trip
VIRGINIA BATTLEFIELD POINTS And Return	Washington	One Fare for the Round Trip
POINTS ON R. & O. R. R. west of Washington, D. C., to and including GRAFTON, PHILIPPI, STRAS- BURG JUNCTION, HAGER- STOWN, FREDERICK and interme- diate stations. And Return.	Washington	One Fare for the Round Trip
CHESTER, PA. And Return	Washington	5.50
BALTIMORE, MD. And Return	Washington	2.00
NEW YORK CITY And Return.	Washington	10.00
NEWARK, N. J. And Return.	Washington	9.75
WILMINGTON, DEL. And Return.	Washington	5.00

(a) Admission to Mt. Vernon grounds included.

(b) Admission to Mt. Vernon grounds not included.

## The Baltimore & Ohio Railroad

AND THE CIVIL WAR



# BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE  
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. V.

BALTIMORE, SEPTEMBER, 1902.

NO. 12.

## FORT HILL.

BY A. MARSHALL ROSS.

IN Addison Township, Somerset County, Pennsylvania, near the line of the Baltimore & Ohio Railroad, about ninety miles east of Pittsburg, is an object of interest and curiosity; a veritable enigma to everybody for centuries.

The first white men to penetrate into the great wilderness of the western part of the then province of Pennsylvania, of which what is known now as Somerset County was a part, were Indian traders, in the year 1730. They were closely followed by hunters who, in couples or small bands, ventured into it for the wild game of different kinds, so abundant in the mountain fastnesses. But the very first real *bona fide* white settlement within the present bounds of the county, was made, from 1763 to 1768, by a few families at and in vicinity of the historic Turkey Foot of the three streams (the Casselman, Youghiogheny and Laurel Hill Creek), included now in the incorporate limits of the borough of Confluence.

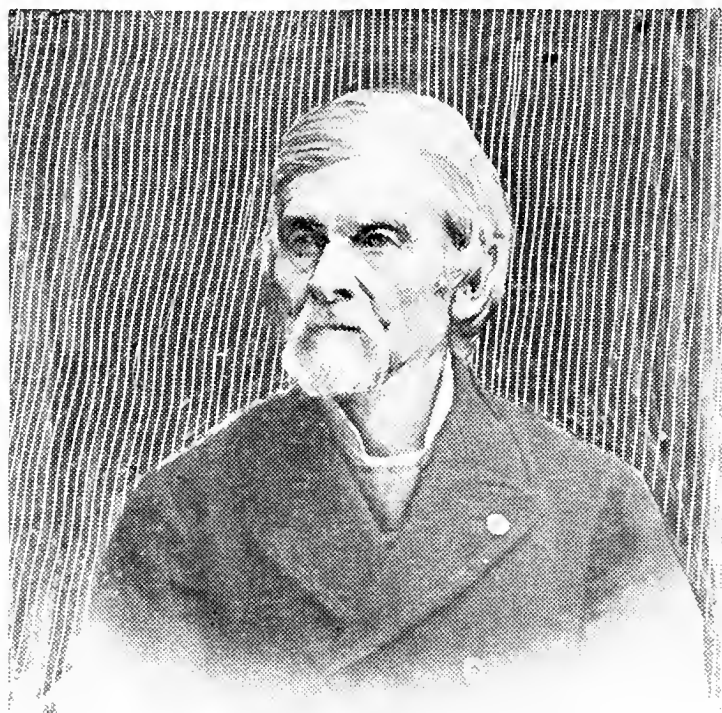
The Hill is but a few miles east of Confluence. It is of considerable altitude, having an area of about one hundred acres with nearly level top, slightly sloping toward a conical top of seven acres. The pioneers found it as it is now; apparently it was much higher, probably a peak like that near it, but had been cut down and leveled, the earth removed being thrown over the edge and down the sides, making symmetrical contour. But when, by whom and for what purpose? The Indians knew nothing of its origin. There are a number of legends connected with it, but they are all improbable. That it was a military fort is almost universally discredited now, also that it was made by the red men; and the general belief is that it was the work of that people whose occupancy of America antedated that of the Indians in possession at its so-called "dis-

covery;" a people of much higher civilization, about whom we know so little, but call, in the absence of any other name, the Mound Builders, and used by them as a place of meeting for religious ceremonies. Stone arrow and spear heads, skinning knives and other articles, have been found near the surface of top and side. These doubtless belonged to Indians who had possession later, but fragments of pottery, etc., that have been picked up could not have been made by them. Fort Hill has never been thoroughly investigated. That it contains subterranean chambers is legendary, only, but some plausibility is given to it by the fact that many years ago a small opening in the side of the hill, near its base, was discovered. It may have been the concealed entrance of a secret passage, either into a room or rooms, or through the hill to its top; an investigation could be made with little trouble and very slight expense. Fort Hill is, perhaps, merely a sealed book waiting to be opened and read, and may contain considerable archaeological information of importance.

It is said the Indians, naturally superstitious, and the first white settlers as well, always avoided the hill at night. We of this day and generation are much more materialistic than our ancestors of the eighteenth century, and do not have as much faith in the supernatural, and it is with a smile we learn that they believed the hill was haunted.

The railroad is near the hill. Through a deep ravine between them hurries the Casselman River to its confluence at the Turkey Foot with the Youghiogheny and Laurel Hill Creek. But the distance across, in an air line, is so little that a very fine view of the hill can be had from the railroad for quite a distance east of Brook's Tunnel.

GENERAL FRANZ SIGEL, HERO OF MARYLAND HEIGHTS AND  
HARPER'S FERRY, WHO PASSED AWAY AUGUST 22, 1902.



"I FIGHTS MIT SIGEL."

BY GRANT P. ROBINSON, UNION SOLDIER, 1862

I MET him again; he was trudging along,  
His knapsack with chickens was swelling;  
He had "raided" those dainties and thought it  
no wrong,  
From an absent secessionist's dwelling.  
"What regiment's yours, and under whose flag  
Do you fight?" said I, touching his shoulder.  
Turning slowly around, he smilingly said—  
And the thought made him stronger and bolder—  
"I fights mit Sigel!"

The next time I saw him his knapsack was gone,  
His cap and his canteen were missing;  
Shell, shrapnel and grape and the swift rifle ball  
Around him and o'er him were hissing.  
"How are you, my friend, and where have you been?"  
And for what and for whom are you fighting?"  
He said, as a shell from the enemy's guns  
Sent his arm and his musket "a-kiting,"  
"I fights mit Sigel!"

And once more I met him and knelt by his side,  
His life-blood was rapidly flowing;  
I whispered of home, wife, children and friends,  
The bright land to which he was going.  
"And have you no word for the dear ones at home—  
The widow, the father and mother?"  
"Yaw, yaw," said he; "tell them, oh, tell them I  
fights —"  
Alas! he could think of no other—  
"I fights mit Sigel!"

We scooped out a grave and he dreamlessly sleeps  
On the bank of the Rapidan River;  
His home and his kindred alike are unknown,  
His reward in the hands of the Giver.  
We placed a rough board at the head of his grave,  
And we left him alone in his glory,  
But on it we marked, ere we turned from the spot,  
The little we knew of his story.  
"I fights mit Sigel!"

HARPER'S FERRY was taken, retaken or evacuated every time the Confederates crossed the Potomac, except in 1864 when General Sigel determined to hold it at all hazards, a thing which at the time seemed impossible, for no army had been able to hold the Potomac and remain across without a proper garrison. But this General Sigel accomplished by taking an elevated position upon the heights, resisting Early's largely superior force, which completely surrounded him most of the time.

## THE HUMOR OF TO-DAY.

BY W. D. NESBIT IN THE INDEPENDENT.

IN the file room of The Baltimore American are the bound volumes of the paper, dating back to 1773. Here the person who feels an interest in the study of the growth and development of newspaper humor in America may spend some musty, dusty, but doubtless enlightening, hours. Considered in the light of present day wit, there was no newspaper humor a century ago. If we will but remember the mental attitude of the strictly moraled people of those days, we shall recall the fact that at that time any manifestation of humor was regarded as intensely unregenerate, if not wholly wicked. We see, in the historical novel of to-day, much of the "sprightly wit" and "brilliant conversation" of the old colonial regime, but it was not reflected in the papers of that time. To get any newspaper humor to speak of we must come on down to about fifty years ago, when it began to be realized that dignity was rather wasted in the concoction of matter intended to coax a smile.

Until some thirty years ago, however, such a thing as a staff humorist was almost unknown in a newspaper office. Prior to that time it was not the newspaper that had the man, but the man that had the newspaper. The Burlington Hawkeye, Peck's Sun, Texas Siftings and Danbury News are fair evidence of the truth of this statement. In each of these publications was a certain, peculiar, individual style of humor that has been imitated a thousand times since. But the imitations have never been so good as the original. The "Danbury News Man" took the old stovepipe joke and won enduring fame by it. He was the prose lyricist of home affairs, and nothing was impossible to him, from setting a hen to driving a nail, when he wished to produce his weekly quota of fun. Peck's Sun rose and set with "The Bad Boy." The Burlington Hawkeye brought "Bob" Burdette before the public. Texas Siftings has gone the way of all flesh, but the memory of Alex. Sweet is yet green. We must not forget the misspelled efforts of D. R. Locke, "Petroleum V. Nasby," whose

grotesque humor was once the best known this side of the Atlantic, and to-day would not attract any attention. He was responsible for the host of misguided writers who seem to think that poor spelling is the hall mark of real humor. Of all the specialists of the early days but one endures at this time. Charles B. Lewis, "M. Quad," who gave the Detroit Free Press fame on two hemispheres, still continues to write of the trials and tribulations of Mr. Bowser, and of the editor of the Arizona Kicker, and his work finds ready sale.

Chicago is the center of newspaper humor now. The work of Eugene Field in that city seems to have planted the seed of ambition in the breasts of its newspaper men, for he has several very capable successors. Some few of them have the courage to follow the lines of their own originality, and are doing much to elevate the profession of light and airy writing; yet others of them are held down by their desire to follow the admirable style of Field. Including the Chicago newspapers there are a scant dozen in the United States which maintain staff humorists whose work is regularly quoted. There are others who write column after column of quips, and whose work is printed on the ground that anything foolish is funny, but they do not win that great indorsement of merit—the distinction of being copied and imitated. No New York daily newspaper makes a regular feature of original humor.

The short joke, as it is known to-day, is a product of recent years. It is improving in quality right along, and may yet take high place from a literary standpoint, when the difficulties attendant upon composing really original and amusing paragraphs are more generally recognized. To-day there are not so many people who regard a joke writer as a ne'er-do-well who pens jokes because he can do nothing else, or will do nothing else, which comes to the same thing. It is not denied that there are many, very many weak jokes written every day. But, on the other hand, there is a host of good ones turned out. It is no

longer the custom to expect the man who writes the "funny column" to do police reporting, exchange clipping and possibly a little janitor work, because the task of preparing the jokes is such an easy one. It may be added, in passing, that one reason for this wholesome realization of the efforts required to produce humor is that it has been discovered that such a department is an actual financial benefit to the newspaper containing it. When a newspaper is quoted constantly in the press of the country the effect on the general advertiser who sees that newspaper's name every day in almost every paper he picks up is prodigious. Hence a quickening of the pulse of the paper, which is the business department. Again, the readers take a personal interest in the "funny column" and think as much of it as they do of any other feature, which is attested by the mail that comes to the desk of the "funny man."

The transition from the early form of newspaper humor has been slow but sure. Even to-day the stepladder, mother-in-law, billy-goat, man-who-has-been-to-the-lodge or sat-up-with-sick-friend style of joke crops out quite often. But in the main the subjects utilized and the ideas brought forth are amusing. Nowadays the best form of humor, either in short paragraphs or in more extended articles, is written in plain English. With the exception of "Mr. Dooley" there is scarce a dialect specialty in the country that will stand the test of reduction to the original. The reader will discover, if he will take the trouble to read any dialect story as if it were written in ordinary terms, that very few of them are intrinsically funny. A part of the public has been deceived into supposing that because a story consisted of misspelled words it was dialect and therefore must be humorous. But, usually, in the "Dooley" papers, the joke is there, even when denuded of dialect. Not very long ago "Mr. Dooley" took up the "water cure" as alleged to be administered in the Philippines, and in the course of his remarks said:

"A Filipino, we'll say, niver herd iv th' histhry iv this country. He is met be wan iv our sturdy boys in black an' blue iv Macabee scouts, who asts him to cheer f'r Abraham Lincoln. He rayfuses. He is thin placed upon th' grass an' given a drink, a baynit bein' fixed in his mouth so that he cannot reject th' hospitality. Under th' influence iv th' hose that cheers, but does not

inebriate, he soon warrums, or, I might say, swells, up to a ralization iv th' granjoor iv his adoptive counthry. One gallon makes him give three groans f'r th' Constitchoochion. At four gallons he will ask to be wrapped in th' flag. At th' dew pint he sings "Yankee Doodle." Occasionally we run acrost a stubborn an' rebellyous man who wud strain at me idee iv human rights an' swallow th' Passyfic Ocean, but I mus' say mos' iv these little fellows is less hollow in their pretensions."

A very great deal of spontaneous humor in the line of parody, satire and ebullient gayety is found in the college publications, especially the Harvard Lampoon, Yale Record, Princeton Tiger, Cornell Widow, University of Michigan Wrinkle and Columbia Jester. This may be because the writers of these productions do it merely as a pastime, and are not goaded on by the necessity of presenting a certain, unflinching quantity every day.

Within the past ten years or so there has been a general spread of the saving grace of humor in the editorial pages of daily papers. The success that attended the paragraphs of George D. Prentice showed that the readers did not care for an entire editorial section of grave disquisition on the affairs of state and the world. To-day there are a large number of daily papers that have from half to a column of clever short paragraphs on political and news topics. Mr. Merrick, of the Washington Post, is regarded as about the leader in this particular line of thought.

The mere conventional form of humor is fading out. A glance at the "funny columns" of even a few years ago shows that the humorists who then existed considered something like this the correct thing:

"Brown is the picture of woe to-day."

"Yes, his mother-in-law is coming to visit him."

This and thousands of paragraphs like it all seem to have been cut from the same pattern, much as all the children of a village will wear clothes of the same cut, because one mother has sent to her magazine for directions for making a garment, and then has loaned the guide to her friends.

To-day the joke or the humorous article is funny all the way through. In other days it was enough to write on and on, with minute detail and description, leading up to the comical denouement in the last two lines. Now the risibilities of the reader



must be aroused with the opening line or the rest of the story goes unread. The mission of the modern joke is as much to arouse thought as laughter. As a matter of fact the very best and purest forms of humor do not produce the strident laugh, and frequently not even the fleeting chuckle. They embody a morsel of mental stimulus that must be rolled under the tongue, as it were, and digested and thought over for a while. The sapient satire on current foibles need not be garbed in cap and bells, nor heralded like the bon mot of the green-whiskered vaudevillian with a resounding thump on the big drum. If it brings the inanity, the foolishness, the silly side of the latest fad to the fore its work is done. At the present time the suddenly popular game of ping pong is receiving much attention at the hands of the humorists. As an instance:

"Methodically the angry wife hurled the cup and saucer at her husband.

"Seizing the meat-platter she batted the salt-cellar and pepper-holder at him, and followed with a volley of sugar bowl, cream mug, butter dishes and knives and forks.

"Seeking safety in the hall the bruised husband muttered to himself:

"I knew that woman harbored ulterior motives when she devoted so much time to the study of ping pong."

It is not divulging a trade secret to say that the ping pong jokes are largely worked over golf and tennis pleasantries.

Many definitions of wit and humor are attempted, and each one defining them seems to find it difficult to draw an exact line of demarcation. Humor, it is usually conceded, exists. It has an entity. Wit is, let us say, the same thing in speech. It is an absurdity of reasoning, while humor is an absurdity of fact. As Dr. Edward Hamilton, in his "The Moral Law," says:

"Wit, without any intention to deceive, but in mere wantonness, constructs conceptions and statements which have the appearance of being rational, but are really sophistical and foolish."

In latter-day jokes wit and humor are sometimes combined so seriously as to make us think, although we smile. Thus:

"A certain man, having read somewhere that Opportunity knocks only once at each one's door, concluded to sit up all night for fear he would miss the call. So, while he was sitting near the door, there came a heavy knock thereon.

"When he opened the door a stranger seized him and beat him and took his money and garments, and chided him for being so easy.

"But," said the man, thinking to excuse himself, 'I thought it was Opportunity who knocked.'

"So it was," responded the other, 'but it was my Opportunity.'

"Moral: It is better to carry your opportunity with you."

And, again, there is a good combination of seemingly unconscious wit and humor in the rustic joke which runs:

"There goes Ol' Bill Jones. He looks purty well run down."

"Yep. I tell you, Si, Bill ain't the man he used to be."

"No, by gol, an' he never was."

Slang, vulgarity and profanity have run their course in printed humor. They have no place, and find none, in the really good work of this day. It is not meant by "slang" to reflect upon the strikingly amusing "Fables" of Mr. George Ade, nor to intimate that colloquialisms and apt expressions that have made themselves a part of semi-polite conversation are beyond the pale. But the pert, cheap, flashy slang words and phrases and the broader argot of the street no longer obtain in the better efforts of present writers. However, modern humor is not so sapped of rampant exaggeration as to have lost any of its virility. The jokesmith has enlarged upon almost every one of the multitude of cults and beliefs of these latter days. The mental healing system has suggested many efforts on this order:

"Nonsense," said the faith healer, "you have not been snake-bitten. You only think you have been."

"Well," said the sufferer, reaching again for the whiskey, "that may be all right, but the snake thought he was going to bite me, and I can't think as quick as a snake can."

There are times, too, when an idea is funnier in rhyme than in prose. Often it may not be funny at all without the jingle. The calling in of the dignified muse has a tendency to heighten the absurdity of a thought. If we should say "the blacksmith was kicked by a mule," we might reflect that mules were addicted to kicking, and that it was all in the day's work for the blacksmith. But the result is different when we add the mule to the "Village Blacksmith."

Beneath the spreading chestnut tree the village  
 blacksmith stood,  
 A-shoeing Higgin's old brown mule the best way that  
 he could.  
 Beneath the spreading chestnut tree the mule, with  
 smile divine,  
 Stood still, the while the blacksmith soared beyond  
 the county line.

There is nothing improbable in a joke. Not long since, when Marconi announced that he had received a wireless message from England, a joke was written, in which a "magnate" threatened an inventor with dire results if he did not leave the "magnate's" air alone. And two days after the joke appeared Marconi was enjoined from conducting any further experiments in Newfoundland.

Last year Mr. B. L. Taylor, of the Chicago Tribune, conducted a fabulous air-ship expedition to the North Pole. Last Saturday (April 12), a survivor of the Greely expedition was quoted as saying that he had made preparations to go to the pole by air ship in company with the inventor of the same. The expedition is merely waiting until the air ship is in working order.

Missionary Stone was no sooner released by the bandits than one of the comic papers had a paragraph telling how a released captive called feebly for the latest fashion papers, saying that she had not seen one for six months.

The making of jokes on current affairs is simple enough. The difficulty arises in selecting the proper topic and the right time of its existence as such. It is only necessary to suppose instances or situations which, properly arranged, are essentially amusing. Really, there is very little wit nowadays made of whole cloth—that is, purely imaginative. Take as an instance the spring-bonnet-and-dress item. To the clear-eyed observer of events and things there is a rare field of fun in the rush of women to the bargain counter, the abnormal prices, the constantly changing fashions. Yet when we view it from the standpoint of the woman who finds that her purchase has gone out of style while she carried it home, or of the man who must pay the bills, we see the joke.

The pun, as a joke, has had its day. It reaches the waste basket nine times out of ten, unless it is unusually good, utterly unexpected or well concealed. It might be of interest to the gentle reader who sighs for the unctuous wit of the famous bon-

vivants of the good old days to compare their preserved humor with the present product. It also would be a surprise to them. The reputations of the old-time wits and raconteurs were builded upon puns of so feeble a nature that they would be hooted down in derision now.

In the humorous field, as in many others, the hand of woman is now apparent. It is painful, and perhaps ungallant, to say, but it must be said, that about one woman in a thousand can write humor, and even then it will have traces of a chewed lead pencil in it. But the woman who is truly funny seems to attain a rapier-like quality of wit that few men achieve. It may be, after woman has become thoroughly "equalized," that she will produce fewer jokes on love, tea-parties and "mother's coffee." There are encouraging symptoms in much of the feminine output at present.

No one who seeks or is thrust into publicity may hope to escape the funmakers. Ideas are too scarce. Let a politician become flamboyantly eloquent to-day, and tomorrow his name is in half the "funny columns" in the country. The erratic Kansas lady who devastated the saloons was an inspiration for hundreds of amazingly funny things in verse and prose. The Sampson-Schley controversy crept into humor almost before the smoke at Santiago had cleared away. This one is still going the rounds:

"Let her turn as she likes," mused Noah, as he leaned against the starboard rail and watched the erratic wake of the ark. "Let her turn as she likes. When we get through with this trip no one is going to rise up and ask about her tactical diameter."

Illustrated humor, too, has gone forward. Not only are there jokes in the pictures, but there are no more explanations needed, such as once appeared in brackets beneath the illustration, and read:

"Pat (who is coming down the ladder)" or "(who is falling down.)"

With all the wealth of joyousness that is being mined daily, the ancient and honorable specimens will crop out occasionally. It is hard to ascribe a reason for this. Mr. Lew Dockstader, one of the last of the old school of minstrelsy, told the writer on one occasion that he often encountered audiences which refused to be happy while he sought to entertain them with new fun. But when he told the real old jokes they laughed. He suggested that this no doubt

was because the audience knew that the old ones were funny, having in support of this opinion the fact that their fathers and grandfathers before them had honored the ancient specimens with their approval, while the new ones were untried innovations, and consequently to be treated with becoming hauteur. There may be something in this.

The one old joke that seems endowed with perpetual life, and which meets the eye most frequently, was first put in printed form in "The Hundred Merry Tales," which was published about 1525 and is mentioned in Shakespeare's "Much Ado About Nothing." The story, which will be readily recognized, goes thus:

"A certayne merchaunt and a courtear, being upon a tyme together, at dyner hauing a hote custerd, the courtear, being somewhat homely of maner, toke parte of it and put it in hys mouthe, which was so hote that it made him shed teares. The merchaunt, loking on hym, thought he had ben weping, and asked hym why he wept. The courtear answered and said, sir, quod

he, I had a brother whych dyd a certayne offense wherefore he was hangyd, and chauncing to thynk nowe uppon hys deth, it makes me to wepe."

The story continues, telling of the surprise of the "merchaunt" upon also taking a bite of the "hote custerd," and how he wept, too. Whereupon the courtier asks him why he weeps, and the merchant responds:

"I wepe, because that thou wast not hangyd, whenne that thy brother was hangyd."

The same story, with the exception that the characters are American Indians, who experiment with cayenne pepper, appears in one of the March magazines, attributed to the late Bishop Whipple. It is not the only one of ancient lineage that is seen every day. It may be that the quips and jests which lure the chuckle and the smile to-day are but reincarnations of happy doings and sayings that have lived their little lives many a time and oft in the dim past, and have come to us again, because in them is the vital, inextinguishable spark of humor, pure and undefiled.



## CHANGES IN THE GOVERNMENT'S PURPOSES WROUGHT BY THE CIVIL WAR.

BY COLONEL ALEXANDER K. M'CLURE.

FEW of even our most intelligent citizens of the present time take pause to consider how entirely different were the purposes and efforts of the government at the beginning of our civil war from the purposes and efforts after it had been in progress for nearly two years. President Lincoln and the Republican leaders, with few exceptions, never regarded the abolition of slavery as one of the vital purposes in suppressing rebellion until nearly half the period of the war had been exhausted. So far from aiming at the overthrow of slavery, every declaration made by President Lincoln during his campaign, after his election, in his inaugural address, and in his many utterances to visitors at the White House, distinctly disclaimed any such purpose, and frankly declared that slavery was protected by the constitution, and that it could be overthrown only by changing the fundamental law, or by a condition of rebellion that would produce anarchy and compel rehabilitation of the insurgent states.

There was no time between the day that Sumter was fired upon in April, 1861, until January 1, 1863, when the South could not have returned to the Union with every right of slavery maintained and recognized, not only by the government, but by all parties which rose to the dignity of political factors. It was midsummer madness on the part of the Southern states to secede from the Union and take their Senators and Representatives from Congress. The wildest and most revolutionary abolitionist could not have interfered with slavery. The Senate was largely Democratic and pro-slavery, and the Supreme court of the United States was the bulwark of slavery, its last important deliverance being the decision in the Dred Scott case, and a Republican administration and a Republican House would have been utterly powerless to make any progress whatever toward the abolition of human bondage.

True, when rebellion began, the ultra-radical or abolition element in the Republican party welcomed secession as opening the door for final emancipation, and during

the first year and a half of the Lincoln administration the President was earnestly importuned by such men as Sumner and Wade to declare an emancipation policy; but Lincoln silently and patiently waited for the fullness of time, when he believed emancipation became a paramount duty, imposed by the rebellious action of the Confederate government founded on slavery.

Even when he accepted emancipation as the inevitable policy of the government as forced upon him by the necessities of war, he issued a preliminary proclamation in September, 1862, in which he declared that only in all states which should be in rebellion against the government on the 1st of January, 1863, slavery should be abolished and forever prohibited. At that late day the opportunity was given the South to return to the Union and regain the supreme protection of the constitution. Doubtless Lincoln knew that the South would not accept peace even with the protection of slavery, but opportunity was given in good faith, and not a single state in the South took any steps whatever to save slavery by resuming allegiance to the Federal government. The emancipation issue was thus accepted by the South itself as submitted to the terrible arbitrament of the sword, and slavery perished, a colossal suicide.

Not only did not the government and the people of the North expect to accomplish the destruction of slavery at the beginning of the war, but the very general conviction was that the war could not last beyond one or two decisive battles. It was confidently expected in the fall of 1861 that McClellan would capture Richmond, and that peace would then be attained by the restoration of the Union and the preservation of slavery. The first battle of Bull Run was a disastrous defeat, wherein the Union commanders were outgeneraled by uniting the Confederate forces of Johnston and Beauregard and keeping the Union forces of McDowell and Patterson divided. Until the first battle was fought at Manassas it was generally believed that one decisive victory of the Union army would assure peace on some compromise basis, and when the defeat of

Bull Run was announced the North was for a time crushed to the verge of despair; but the loyal sentiment of the country was aroused, and the patriotism of the people asserted itself by a very generous response to the call of the government for an army that looked like war—an army to serve for the period of three years, or until the war was ended.

General Scott had outlived his usefulness, and soon after General McClellan had been called to the command of the Army of the Potomac, Scott retired and McClellan was made commander-in-chief. McClellan was one of the best educated officers of the army, and probably the best organizer on either side. He believed most sincerely in preserving the Union, and believed just as sincerely that the South should be brought back into the brotherhood of states with slavery unimpaired and all the rights of the South respected. He soon gathered in and around Washington an immense army, and he was tireless and most skillful in his efforts to organize and discipline his troops. He was a most accomplished engineer, and made the fortifications of the capital so complete that the safety of Washington was thereafter assured. He believed then, as did the people of the North, that it was necessary only to capture Richmond to end the war, and he and the people were alike confident that Richmond would be captured at an early period, and that the fraternal conflict would then be ended.

In the early fall of 1861 the country had entirely recovered from the fearful shock of the Bull Run disaster. There was absolute confidence in McClellan's ability, and his army was known to be the superior of any army that could be brought into conflict with it. There was, therefore, at first patient waiting for the end of the war that was soon to come, and as the advance of the Army of the Potomac was delayed from week to week impatience was manifested; but confidence in the early victory of the army and the final termination of the war was unabated. There were other army movements in the West of more or less importance, but the whole country turned to the Army of the Potomac as the hope of the nation in winning a decisive victory and restoring the republic to union and peace.

Had the loyal people of the country then been told that it would require four long years of bloody and desolating war,

the sacrifice of more than 500,000 lives, and the destruction of untold millions of property to restore the Union, I doubt whether even the bravest patriots of that day would have felt that the sacrifice could be accepted.

I remember meeting General Burnside at Washington late in the fall of 1861, when the country was impatient because McClellan's army had not advanced upon the Confederate forces at Manassas. In the course of conversation I asked him why the movement was delayed. He answered with the frankness that always characterized him, that the army could advance any day upon Manassas and drive the enemy from its position, and that it could capture Richmond, but, he added with tremulous voice, that it would require the sacrifice of 10,000 men to accomplish that achievement. The contemplation of the sacrifice of 10,000 men was appalling in that day, and I was silenced because I felt that such an effusion of blood should be avoided if possible; but ten times 10,000 men fell in fraternal conflict for the mastery of the Confederate capital before it was conquered.

The people had to be educated to advancement in accepting the sacrifices of the war, but their patriotism was equal to every emergency, until finally it was accepted that whatever sacrifice of life and treasure was necessary for the preservation of the Republic must be given to prevent the overthrow of the great free government of the world.

One of the memorable events in the early part of the war that I recall, was a ride around the entire Army of the Potomac in the early fall of 1861 with Lincoln and McClellan. The Pennsylvania Reserve corps, embracing fifteen regiments of the best organized troops, with a degree of discipline that none of the other fresh levies had enjoyed, was accepted as part of the army within a month after the battle of Bull Run. It had been called out by General Patterson after the Baltimore riots, resulting in the destruction of the railway and telegraph, cut Washington off from the North. He made requisition on Governor Curtin for 25,000 additional troops, and the troops were called out before the Washington authorities could be advised of the movement. The patriotic people of the state promptly responded in a large excess of numbers, and they were gathering in Harrisburg by the thousands when

communication was resumed with Washington, and notice received from the government that the troops could not be accepted because not needed.

Governor Curtin felt that the safety of Pennsylvania demanded the organization of these troops, and he firmly believed that the government would need them. He summoned the Legislature, and, under a special act, fifteen regiments were organized of a state reserve corps. They were mustered into the state service, but under the law they were subject to the call of the government at any time they might be needed. They were all organized and reasonably well disciplined before the battle of Bull Run, and Governor Curtin, several weeks before the battle, knowing that a conflict was imminent, wrote the War Department proposing to send these troops to re-enforce the armies, but they were refused. Two regiments, however, were called to protect the Upper Potomac, but all the others remained in camp in different sections of the state. When McDowell's army was defeated and driven into the intrenchments of Washington, scores of messages came from the President, from the Secretary of War, from Senators and Congressmen to Governor Curtin urging the speedy transfer of the Pennsylvania Reserves to Washington to protect the capital, and the most welcome tread of soldiers ever heard in the national capital came from the march of the Reserves on Pennsylvania avenue the next morning, fully armed and equipped, and ready to protect the city.

Their arrival gave absolute assurance of safety, and soon thereafter they were incorporated in the Army of the Potomac as a division under the command of General McCall, with Generals Meade, Reynolds and Orth at the head of brigades. It was composed of the flower of Pennsylvania sons, and, as it was a state organization, Governor Curtin took special pride in officering it with the best men and making it in every way as efficient as possible. After it had been consolidated and united with the Army of the Potomac, Governor Curtin, as authorized by the law creating it, had prepared beautiful state flags for each one of the fifteen regiments, and a day was fixed for him to present them in person at Tennytown, Md., where the Reserve corps was then in camp. I accompanied Governor Curtin, along with a number of others, on that occasion and it was a memorable day by

the presence of President Lincoln, General McClellan, Secretary of War Cameron and a large number of leading civil and military officials. It was a bright September day, and the Pennsylvania Reserves, with their fine discipline and equipment, presented a most beautiful spectacle. Each regiment was drawn up in line and the Governor passed along, presenting the proper flag to the Colonel of each regiment with a brief speech, to which reply was given by the Colonel.

After the flags had been presented a lunch was served to the large party present, and while at lunch McClellan proposed that the President, the Governor, and any others who might choose to accompany them, should devote the day to a ride through the Army of the Potomac from its right to its left flank, and return to Washington in the evening. Lincoln and Curtin promptly accepted, and soon after lunch a mounted party, consisting of President Lincoln, General McClellan, General Marcy (father-in-law of McClellan and chief of his staff), Governor Curtin, Secretary Cameron, General McCall, commander of the reserves; General Russell, Adjutant General of Pennsylvania, and myself, with probably several staff officers whose names I do not recall, were ready for the tour. It was an interesting party to study as they were mounted for their journey. McClellan, who was a superb horseman, who looked nearly as tall as Lincoln when on horseback, and yet was rather below than above ordinary stature when on his feet, was the center of attraction. It was the first time I had met him beyond a casual introduction on one occasion in the war office, and I took advantage of every opportunity that offered without being obtrusive to talk with him about the army and the war. He impressed every one most favorably. He was modest, but obviously self-reliant, and exhibited abiding faith in himself and in his army. In point of fact he was the best theoretical General on either side of the war, although surpassed by many in execution, and I felt that now the army had a commander that would speedily capture Richmond and end the war, for none then looked to a prolongation of the war for any considerable period beyond the overthrow of the Confederate capital.

Lincoln, who rode with McClellan in front of the cavalcade, presented a strange and somewhat ridiculous contrast with

McClellan as a horseman. He was as awkward on horseback as he was on his feet, and while McClellan's short legs made his stirrups invisible excepting with a side view of the horse, Lincoln's long legs were half-way between the under part of the girth and the ground, his long arms could have guided his horse by the ears, and with the enormously high-crowned hats then worn, he presented a spectacle that was anything but attractive. Cameron and Marcy followed; next to them were Curtin and McCall, with Russell and myself in the rear. It was a long ride, and we traveled at a rapid pace, stopping here and there to enable McClellan to receive the homage that was so freely given him by his troops, and at one point we were halted to view the Confederate flag on Munson's hill, when McClellan somewhat disturbed the equanimity of most of the party by saying that we were just at that time outside of the Union lines.

I was profoundly impressed with McClellan's abilities as an organizer when, during the course of the day, we halted near the center of the army, where a New York regiment, I think it was, for some breach of discipline, had been disarmed a few days before, and McClellan had it drawn up before him and the Presidential party to receive the assurance of its officers of implicit obedience. McClellan delivered a brief address that inspired every one present with the conviction that he was every inch a soldier. The regiment that he had thus severely disciplined and restored to its position in the army greeted him with hearty cheers. The day was full of interesting incidents, and the party was broken up many times during the journey. I remember falling in with Lincoln in one of the many changes that occurred, and heard him express absolute confidence in McClellan and his earnest and confident hope that Richmond would soon be captured and end the war.

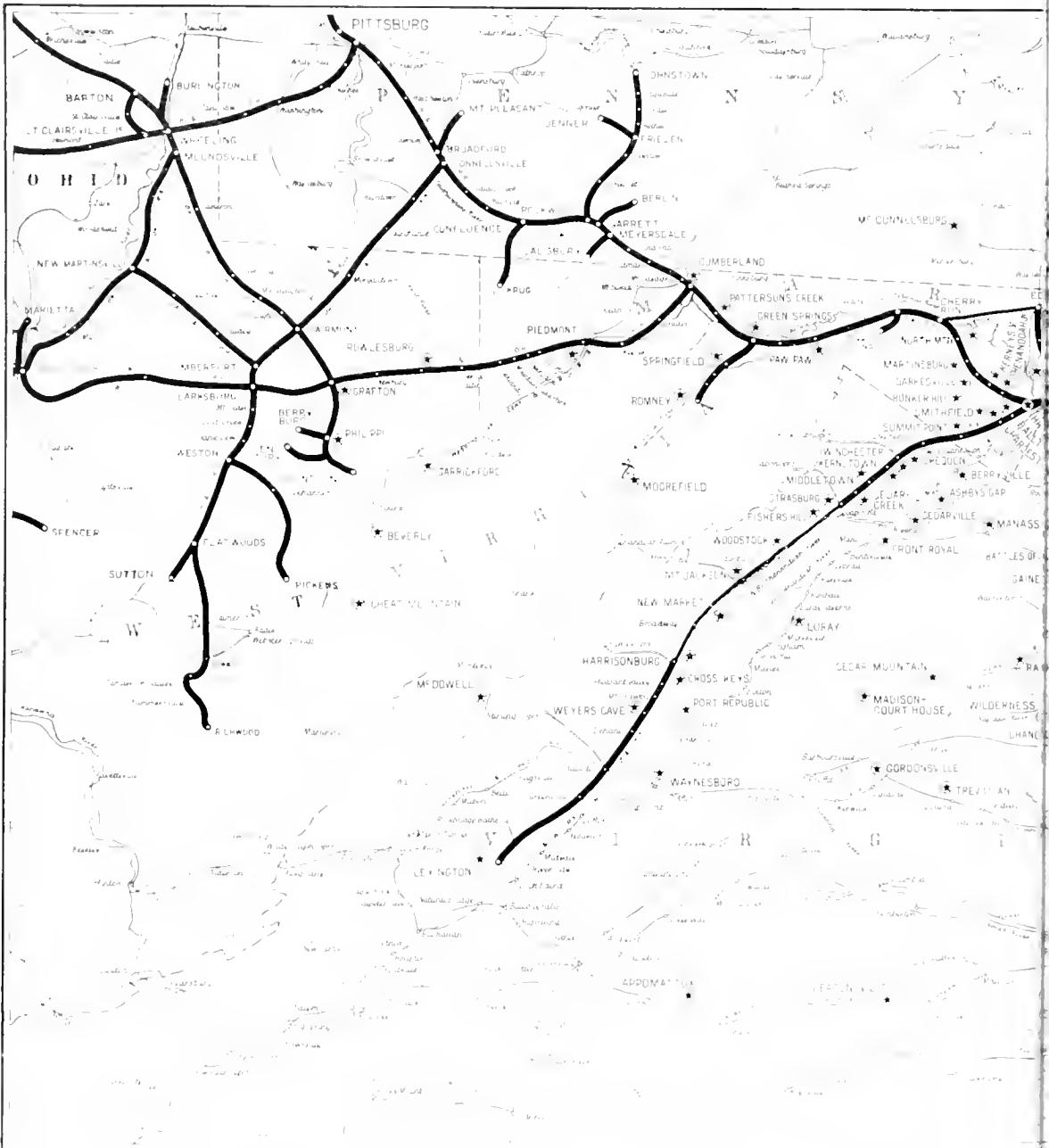
He was profoundly impressed with the horror of the sacrifice of life in the struggle for the maintenance of the Union, and he was eloquent beyond my power to portray in expressing the hope that the Union

might be restored without great effusion of blood. Most of the day he was unusually sober. He seemed to be thinking all the time of the fact that the brave men we were visiting must soon be in deadly conflict with their own brethren, and that many of them must lay down their lives in defense of the flag; but at times he would find relief in the story that he always told so well, and that seemed for the time to make him forgetful of the sorrows which crowded upon him.

None of McClellan's army had then been under his command for more than three months, and many of them were little better than raw troops, but discipline was exhibited on every hand—not merely the discipline that is forced, but the discipline that was freely and willingly accepted by soldiers who loved their commanding General. All who were in the party could not fail to see that McClellan had secured most extraordinary results in the organization and discipline of his troops, and there was every reason to believe that the Army of the Potomac was a most efficient military force, and that it had the one commander best fitted to lead it to victory.

The sad sequel to this story is known to all. It was not until nearly four years of the bloodiest struggle of history that the Confederate capital was captured, after losing in the flame of battle, in killed, wounded and missing, quite as many men as composed the grand army reviewed by McClellan and Lincoln on the bright fall day of 1861. The men who emerged from the terrible conflict to wear the greenest laurels of victory were then comparatively unknown. Grant had been given a small command after much hesitation; Sherman was fuming in the St. Louis barracks, where he had been consigned as a lunatic, and the name of Sheridan was unknown outside of a small circle of army men. Five different commanders led the Army of the Potomac without achieving final success, and billions of treasure, with half a million lives, and four long years of the most destructive battles of modern history, were the price to be paid for the rehabilitation of the great republic of the world.

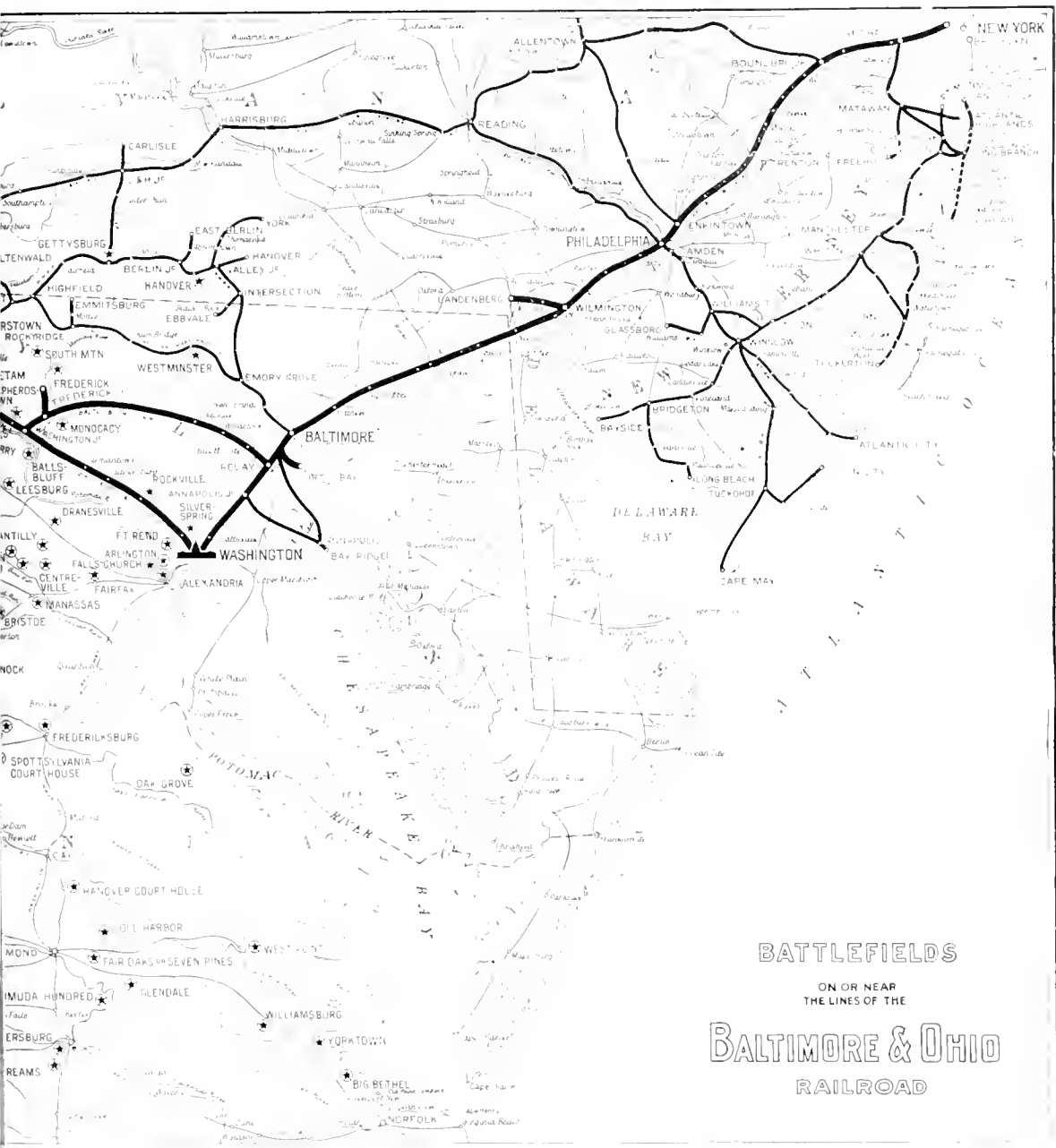
# BATTLEFIELDS ALONG THE



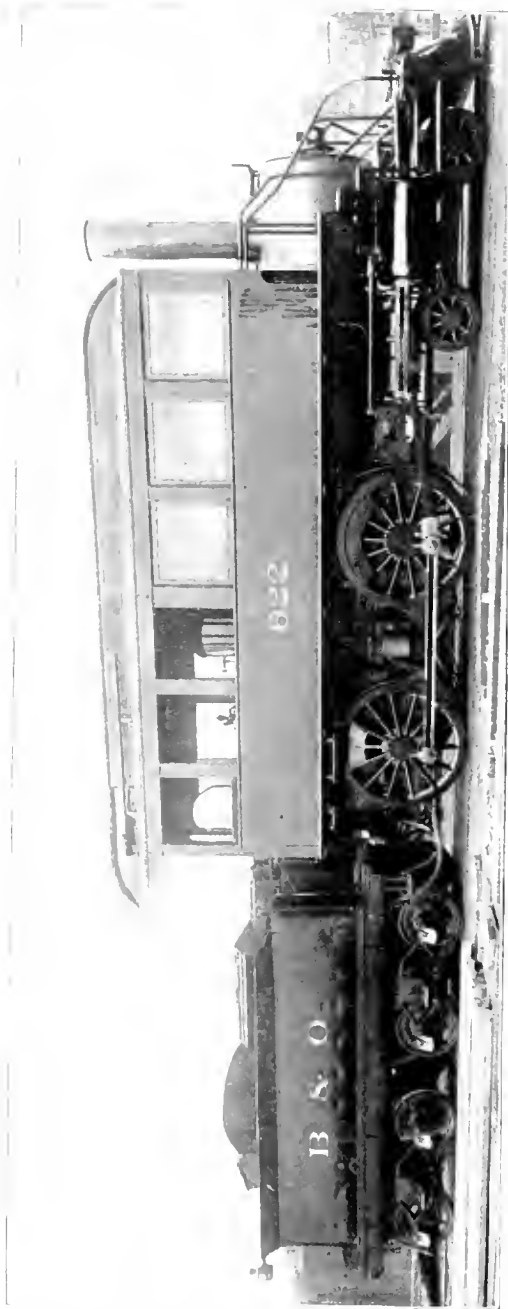
The Baltimore & Ohio Railroad was the first and most desirable point of vantage coveted by both the Federal and Confederate armies. To retain the advantage, the Federal government established block houses along the railroad. The B. & O. was the base of operations for the Federal army for nearly four years and from which the government could not be driven from the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first captured eight times in three years. The government arsenal and armories which were located there, were destroyed by the Confederates. ON OR ADJACENT TO THE BALTIMORE & OHIO RAILROAD, not taking into consideration the innumerable skirmishes.



# BALTIMORE & OHIO RAILROAD.



rate armies. In May, 1861, the four Federal advance columns concentrated at Parkersburg, W. Va., Wheeling, W. Va., Harper's from the Monocacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont and New Creek (Keyser). advance line earlier than November, 1861. The B. & O. was the means of communication between the West and the Army of ed through the fanatical attempt of John Brown, in defying the laws and customs of his country, was captured or recaptured nt to prevent their capture. ONE HUNDRED AND SEVENTY-NINE BATTLES OF GREATER OR LESS IMPORTANCE WERE FOUGHT



BALTIMORE & OHIO INSPECTION ENGINE.

Constructed from a light eight-wheel passenger engine at Mount Clare shops, Baltimore. The combination car and cab is built immediately over the boiler, which is heavily lagged to make the car habitable and in which six persons can be comfortably accommodated.



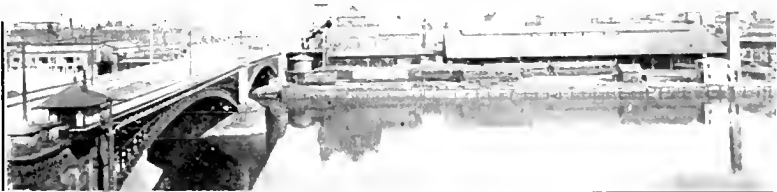
NEW YORK CITY

## AN IMPERIAL TRAIN.

### THE "ROYAL LIMITED."

THE "ROYAL LIMITED," the imperial train of the famous Royal Blue Line, running between New York, Philadelphia, Baltimore and Washington, is the climax in railway car building of the present century. It belongs to the series of nine fast daily trains running in each direction between these cities, composing the Royal Blue Line, all of which are handsomely equipped and making phenomenal fast schedule.

The joint management, consisting of the Baltimore & Ohio R. R., Philadelphia & Reading R'y and Central R. R. of New Jersey, realizing the value and class of travel between the nation's metropolis and its capital, at once acquiring the highest standard of railroad equipment that can be furnished exclusively for first-class travel, as well as corresponding quickening of time, equipped



PHILADELPHIA.

two trains with the very latest patterns of Pullman cars, scheduled to make the entire distance in the remarkable time of FIVE HOURS.

The "Royal Limited," properly speaking, is a dual train composed of buffet-smoking, parlor, observation, dining and cafe cars; the entire equipment being especially made for this service by the Pullman company. The two trains are exact counterparts of each other—leaving New York City



THE PARLOR CAR

from South Ferry and foot of Liberty street; and from Washington, New Jersey avenue and C street, at suitable hours for convenient arrival at destination.

The parlor cars "Empress," "Countess," "Czarina" and "Queen" are superbly finished in vermillion wood with an inlay of Persian design. The ceilings are of royal blue, and the upholstery of same color, except in the ladies' toilets, which are of dark olive green, the ceilings decorated to

correspond; the drawing-rooms are finished in harmony with the main parlors of the cars. The general design of the interior of main parlors is Persian, whilst in the drawing-rooms and ladies' toilets the design is renaissance. A beautiful effect is given to both the exterior and interior of the cars by oval windows, with opalescent glass, placed in toilet rooms and passageways. The cars are the most palatial and largest ever built, with every modern



THE DINING CAR

improvement and appliance, including wide vestibules with anti-telescoping device, empire deck, steam heat, Pintsch gas, air-pressure water system; each with a capacity of thirty-four seats.

The unusually large space devoted to the ladies' dressing rooms is a novel feature of the car. They are most beautifully furnished in dark olive green, the ceilings decorated to correspond; and are provided with dressers

on each side of which are large plate-glass mirrors; whilst in one corner is a bookcase, and in another a stationary washstand, with cozy corner seats. These rooms were especially designed for the comfort and privacy of lady patrons.

The parlor observation cars — "Jupiter," "Mercury" and "Neptune" — are of the same general appearance as the parlor cars, except that the

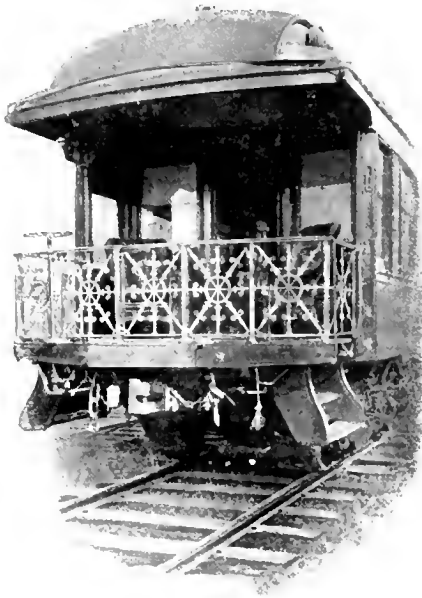


THE OBSERVATION BUFFET CAR

observation ends are recessed with deep platforms. The full seating capacity of each of these cars is thirty-three, including fourteen chairs in the observation rooms. The parlors are finished in vermilion, richly inlaid; the ceilings in blue and aluminum, and the chairs upholstered in royal blue. The observation rooms are finished in Circassian walnut, exquisitely inlaid; the chairs upholstered in olive green leather; the ceilings of red and gold.

the general design being Italian renaissance. Each car is provided with writing desk and material and the prominent illustrated weeklies—a very practical convenience to the traveler.

The buffet smokers are most attractive to business men. They are provided with detached wicker chairs, tables and tabourettes, and supplied with choicest wines, liquors and cigars.



THE OBSERVATION END

The dining and cafe cars are the very latest patterns which have left the well-known shops of "Pullman," and bear the names of one of the greatest hostelrys in the world, "Waldorf-Astoria." The service, which is operated by the Baltimore & Ohio Railroad Company, is unsurpassed. One-half of each car is devoted to the regular dining-room, in which meals are served table d'hôte. The menu at all times is of the highest standard.



MOUNT ROYAL STATION - BALTIMORE

consisting of every delicacy in season, daintily served and tempting the appetite of the most pronounced epicure. The other half of the car is the cafe, wherein the service is a la carte. This room is artistically finished in plain quartered oak, with floor of rubber mosaic tiling, in delightful contrast to the lavish luxury displayed in the dining-room.

These "Royal Limited" trains, established in November, 1898, have continued to improve their splendid service and assert their claim as the "Finest daylight trains in the world."



CAPITOL OF THE UNITED STATES



## WASHINGTON BIDS THE VETERAN COME.

BY DON MARQUIS.

'T WAS through this portal-city's ways  
Your blue, steel-rippled flood  
Surged down to whelm the rock-fast South  
With surfs that broke in blood.

This is the gate through which you fared,  
Flushed with the faith of youth;  
Light-heart, hot zealot, dreamer—all  
Drunk with strong wine of truth.

For when your ears the calling lifes  
Pierced with their shrill refrain,  
Your drumming pulses caught the time  
And beat it through the brain.

Their tranced gaze peering 'neath the lids  
Of somber-visaged Death,  
Some sank beneath the icy blast  
Of his nerve-numbing breath.

Some fell where the reef-like ramparts rent  
The battle-tides apart,  
Some where the channeled bayonets thrust  
Their logic to the heart.

He, where the flame-tongued rifle pits  
Hissed forth their fierce desire,  
He, where the falling shell bloomed quick  
In blood-red rose of fire.

Some, where the whimpering minie-song  
Alternate rose and fell,  
Some, where the gun-deck's organ pipes  
Swelled with the hymns of Hell.

Death in the tangled cypress-swamp  
Kissed peace on this one's lips,  
Death held the helm and steered when these  
Tossed in their fever ships.

But now the Southward ways wind down  
Into a land of friends;  
Time blends all jangled chords, as space  
Gray mist with blue sky blends.

And now the city's people, these  
That watched the gate beside,  
Are fain to see your tents once more  
Fling free their pennoned pride.

Not in this camp shall you seek sleep  
With ready gun and blade  
While distant musket-music makes  
A mocking serenade.

No iron-clad's hulk is mirrored in  
The river's sun-swept sheen,  
Nor any bristling batteries fledge  
Its lips of living green.

No more the purple distances  
Are flecked with bivouac lights,  
The echoing vales resound no more  
With clash of whirling fights.

The dream for which you bled came true  
These four decades ago;  
Hate died that memory might more prize  
The valor of that foe.

Your long life-march is nearly done,  
The dun dusks droop 'tis late;  
This town's folk bid you come and camp  
Once more beside the gate.

## G. A. R. ENCAMPMENT NOTES.

WASHINGTON, D. C., OCTOBER 6 TO 11.

ON Sunday, October 5, patriotic services will be held in the various local churches, particularly in the New York Avenue Presbyterian Church and St. Patrick's Catholic Church.

On Monday, October 6, a grand reception will be given to all members of the Grand Army of the Republic, Union Veteran Legions and the Sons of Veterans with their various auxiliary organizations. The music on this occasion will be furnished by a trained chorus of children singing patriotic songs, and by the Marine Band. There will be a grand military and naval review, to be participated in by the regular troops now stationed in Washington and by those that will be ordered to the city by the Secretary of War. The Naval Veterans of the War of the Rebellion and those of today are expected to participate in this great review, headed by Lieutenant-General Miles and Chief Marshall. Monday will therefore be designated as "Naval Day."

On Tuesday, October 7, there will be a display of various civic organizations.

Wednesday, October 8, has been set aside for a great parade of the Grand Army of the Republic. This parade will be on historic Pennsylvania Avenue, and will be viewed by the President of the United States. The entire avenue will be decorated upon a scale of simplicity and attractiveness hitherto unattempted. The committee in charge of the decoration being desirous of having only one species of decoration, namely, the American flag on every side that will greet the eye.

### NOTES.

An excursion on the Potomac River will be given to members of the encampment. The plan is to make a trip to Indian Head, where an elaborate lunch will be served to the veterans. Official badges of the encampment must be worn by guests for admittance to the boat.

The local Washington G. A. R. veterans have planned innumerable festivities for the visiting comrades, and the city will be ablaze with camp fires in all quarters. The great Convention Hall, with a seating

capacity of 10,000 people, will be the scene of nightly reunion, and the grassy ellipse south of the Executive Mansion will be white with tents, where prominent speakers will address the veterans.

The Executive Committee of the present encampment, with wise discrimination and forethought, have given to appropriate officials \$12,000 to meet such exigencies as might arise in the way of demands for free quarters. All veterans are assured of more comfort in their entertainment and less hardship than they have had to endure on any previous occasions.

The unveiling of the statue of Benjamin F. Stephenson, a founder of the G. A. R., will be one of the features of the week.

The public parks of Washington will be decorated with floral badges of the various Grand Army posts, and the plots of ground surrounding the statues of generals and admirals in Washington will be decorated either with the badges of the corps to which they belong or with admiral's flag and naval insignia, as the case may be. In no place in the United States are there so many statues of army and navy heroes as at Washington.

Floral badges have welcomed the Grand Army each year since the reunion in California, but Washington will surpass all previous display.

It is expected the Secretary of the Navy will order a number of the modern war vessels up the Potomac, which will be extremely interesting to the visitors.

Music will be made a great feature of the encampment, and it is understood that more bands will be in line of parade than ever before.

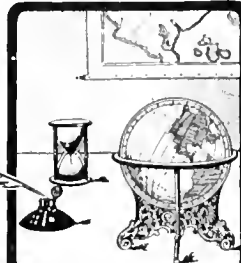
The Union Veteran Legions, the Loyal Legions, the Sons of Veterans and the Daughters of Veterans will hold their conventions in Washington simultaneously with that of the Grand Army.

From calculations that have been made by the officials of the Citizens Committee it is calculated that the number of people that will visit Washington in October will exceed the attendance at any previous organization or any gathering of a kindred nature ever held in the National Capital.



# Stub Ends of Thought

By ARTHUR G. LEWIS.



BROAD minded men accept and respect the honest personal convictions of their fellows without prejudice or offense.

UNFOUNDED fears, the fiction of our courage, are self-constructed obstacles on the road of effort.

POPULARITY lives on the condition that created it, and its appetite is generally abnormal.

THOSE who appreciate kindness the most, often express their gratitude best by refusing to accept it.

It is the manner of expenditure and not the amount that establishes economical method.

SELFISHNESS consists no more in the gratification of our own rights than in disregard for the rights of others.

YOUTH lives on what may be; old age clings to the memory of what might have been.

THE natural condition of matrimony is destructive of selfishness and productive of earnest self-sacrifice.

A STRENUOUS life is the only condition that prevents rust on mind and muscle.

THE general tendency of public opinion must always be accepted as worthy of serious consideration.

LIFE without eternal hope would be like night bereft of dawn's possibility.

ONLY an ignoramus takes refuge behind a denial of what he lacks sufficient brains to comprehend.

MANY an effective lecture is spoiled by a long sermon.

THERE are some women so naturally pure and sweet that they wear their innocence as unconsciously as a rose-bush bears its bloom.

SUFFICIENT authority for forming an unfavorable opinion should always be countersigned by investigation.

THERE is no chain of circumstances so strong but that it may be broken by persistent effort.

SELF-RESPECT is the best indication of in-born gentility. Reverence for others is merely the polish of good training.

FREE and independent expression should never be shackled by fear of consequence.

DISAPPOINTED expectation has a painful reaction about it.

## LITTLE WHITE HANDS.

ARTHUR G. LEWIS.

LITTLE white hands of women  
That soothe in the time of pain,  
And point in the hour of darkness  
A way to the light again;  
Shading the eyes of sorrow,  
Smoothing away each sigh,  
Showing us how with hope to live  
And how in faith to die.

Little white hands of women,  
Our hope and love imparts,  
And strike sweet chords of sympathy  
On the harp of human hearts;  
Leading to right and purpose,  
Helping the weak and blind,  
Proving some pure example  
For advancement of mankind.

# CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

## B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD		No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN & HOUR	No. 508 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
		AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv	WASHINGTON	7.05	8.30	9.00	10.00	12.20	3.00	5.05	8.00	11.30	3.00
Lv	BALTIMORE, CAMDEN STATION	7.55	9.19	9.52	10.50	1.17	3.49	6.00	9.00	12.39	3.51
Lv	BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.22	3.53	6.05	9.05	12.44	3.55
Ar	PHILADELPHIA	10.15	11.27	12.11	12.53	3.29	5.51	8.19	11.40	3.10	6.00
Ar	NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	5.55	8.00	10.40	3.20	5.52	8.32
Ar	NEW YORK, SOUTH FERRY	12.40	1.45	2.35	3.05	6.00	8.05	10.50	-----	-----	8.35
		PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

## B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD		No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY & HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
		NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
Lv	NEW YORK, SOUTH FERRY	12.10	3.25	10.25	11.25	12.55	1.55	3.35	4.55	6.55	12.10
Lv	NEW YORK, LIBERTY STREET	12.15	3.30	10.30	11.30	1.00	2.00	3.40	5.00	7.00	12.15
Lv	PHILADELPHIA	7.30	10.56	12.50	1.37	3.08	4.17	5.48	7.26	9.38	3.36
Ar	BALTIMORE, MT. ROYAL STATION	9.38	1.11	2.56	3.36	5.06	6.50	7.46	9.46	11.46	6.05
Ar	BALTIMORE, CAMDEN STATION	9.42	1.15	3.00	3.40	5.10	6.55	7.50	9.50	11.50	6.10
Ar	WASHINGTON	10.36	2.10	4.00	4.30	6.10	7.55	8.40	10.50	12.50	7.30
		AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

*Pullman Cars on all trains.*

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD		No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
Lv	NEW YORK, WHITEHALL TERMINAL	10.25 AM	12.55 PM	N 3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
Lv	NEW YORK, LIBERTY STREET	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
Lv	PHILADELPHIA	12.50 PM	3.08 PM	N 5.48 PM	9.38 PM	7.30 AM	3.35 AM	9.38 PM	-----
Lv	BALTIMORE, MT. ROYAL STATION	2.56 PM	5.06 PM	N 7.46 PM	11.46 PM	9.38 AM	8.50 AM	11.46 PM	-----
Lv	BALTIMORE, CAMDEN STATION	3.10 PM	5.20 PM	7.30 PM	12.00 NT	9.47 AM	9.00 AM	12.00 NT	-----
Lv	WASHINGTON	4.15 PM	6.20 PM	8.45 PM	1.10 AM	10.50 AM	10.05 AM	1.00 AM	-----
Ar	PITTSBURG	-----	-----	6.30 AM	7.60 PM	-----	-----	9.15 AM	Lv 3.30 PM
Ar	CLEVELAND	-----	-----	1.00 PM	-----	-----	-----	-----	9.35 PM
Ar	WHEELING	-----	6.40 AM	-----	-----	-----	-----	-----	Lv 3.30 PM
Ar	COLUMBUS	-----	10.05 AM	-----	-----	-----	-----	-----	9.15 PM
Ar	TOLEDO	-----	-----	-----	-----	-----	-----	-----	-----
Ar	CHICAGO	-----	7.30 PM	-----	-----	9.40 AM	-----	-----	6.50 AM
Ar	CINCINNATI	8.14 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
Ar	INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	6.50 AM	-----	-----
Ar	LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	7.05 AM	-----	-----
Ar	ST. LOUIS	5.45 PM	-----	-----	7.28 AM	-----	1.35 PM	-----	-----
Ar	CHATTANOOGA	5.50 PM	-----	-----	6.25 AM	-----	5.50 PM	-----	-----
Ar	MEMPHIS	10.50 PM	-----	-----	8.40 AM	-----	10.50 PM	-----	-----
Ar	NEW ORLEANS	10.00 AM	-----	-----	7.35 PM	-----	10.00 AM	-----	-----

*Through Pullman Sleepers to all points. \* Connection east of Baltimore. Camden Sta. is made with 509, "Royal Limited."*

## B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD		No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	No. 48 EXPRESS DAILY
Lv	CHICAGO	-----	-----	3.30 PM	10.10 AM	-----	-----	7.45 PM	-----
Lv	TOLEDO	-----	-----	-----	-----	-----	-----	-----	-----
Lv	COLUMBUS	-----	-----	-----	7.05 PM	-----	-----	-----	-----
Lv	WHEELING	-----	-----	-----	12.10 PM	-----	-----	-----	10.50 AM
Lv	CLEVELAND	-----	-----	11.30 PM	-----	-----	11.00 AM	-----	-----
Lv	PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.20 PM	-----
Lv	ST. LOUIS	* 9.00 AM	2.05 AM	-----	-----	-----	8.20 PM	-----	-----
Lv	LOUISVILLE	2.00 PM	8.20 AM	-----	-----	-----	2.30 AM	-----	-----
Lv	INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
Lv	CINCINNATI	* 6.10 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
Lv	NEW ORLEANS	-----	7.30 PM	-----	-----	-----	8.55 AM	-----	-----
Lv	MEMPHIS	-----	8.15 PM	-----	-----	-----	8.15 PM	-----	-----
Lv	CHATTANOOGA	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
Ar	WASHINGTON	12.10 PM	6.41 AM	4.50 PM	11.52 AM	6.30 AM	2.45 AM	11.05 PM	11.05 PM
Ar	BALTIMORE, CAMDEN STATION	1.10 PM	7.50 AM	5.53 PM	1.10 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
Ar	BALTIMORE, MT. ROYAL STATION	1.22 PM	8.00 AM	6.05 PM	1.22 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
Ar	PHILADELPHIA	3.29 PM	10.15 AM	8.19 PM	3.29 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
Ar	NEW YORK, LIBERTY STREET	5.55 PM	12.35 PM	10.40 PM	5.55 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM
Ar	NEW YORK, WHITEHALL TERMINAL	6.00 PM	12.40 PM	10.50 PM	6.00 PM	12.40 PM	8.35 AM	-----	-----

*Through Pullman Sleepers from all points. \* Daily. \* Daily except Sunday*

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OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD.  
SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

## EASTWARD.

- No. 512. Sleeping Cars from St. Louis and Pittsburg to New York. Sleeping Car Pittsburg to Philadelphia.  
No. 504. Drawing Room Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
No. 526. Buffet Parlor Car Washington to New York.  
No. 522. Parlor Car. Dining Car, table d'hôte, Baltimore to New York.  
No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
No. 508. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.  
No. 524. **"Royal Limited," Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to New York. No extra fare other than regular Pullman charge.  
No. 506. Observation Parlor Car Washington to Philadelphia. Drawing Room Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.  
No. 546. Pullman Sleeping Cars Washington and Baltimore to New York.

## WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Washington.  
No. 517. Buffet Parlor Car New York to Washington.  
No. 501. Drawing Room Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.  
No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
No. 507. Drawing Room Car New York to Washington. Dining Car, table d'hôte; Cafe, a la carte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.  
No. 509. **"Royal Limited," Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, and Cafe, a la carte, Philadelphia to Washington. No extra fare other than regular Pullman charge.  
No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.  
No. 503. Buffet Drawing Room Car New York to Washington.  
No. 515. Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,  
Columbus, Cleveland, Toledo, Chicago, Cincinnati, Indianapolis,  
St. Louis, Louisville, Memphis, New Orleans.

## WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Observation Parlor Dining Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.  
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Dining Cars serve all meals.  
No. 9. Drawing Room Sleeping Car Baltimore to Pittsburg and Sleeping Car Washington to Pittsburg. Dining Car Philadelphia to Baltimore. Parlor Car Allegheny to Cleveland.  
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Drawing Room Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.  
No. 11. **"Pittsburg Limited,"** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg. Sleeping Car Deer Park to Pittsburg every Monday morning.  
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Philadelphia to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.  
No. 47. Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago. Sleeping Car Cleveland to Chicago.  
No. 55. Drawing Room Sleeping Car Cincinnati to Louisville. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling.

## EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Cincinnati to Baltimore. Dining Cars serve all meals. Observation Parlor Dining Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.  
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Sleeping Car Parkersburg to Baltimore. Dining Cars serve all meals. Sleeping Car Deer Park to Pittsburg every Sunday night.  
No. 6. Drawing Room Sleeping Cars Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Philadelphia. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals except dinner at Cumberland.  
No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.  
No. 10. Sleeping Car Pittsburg to Washington and Drawing Room Sleeping Car Pittsburg to Baltimore. Dining Car Washington to Philadelphia. Sleeping Car Pittsburg to Deer Park every Friday night.  
No. 12. **"Duquesne Limited,"** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Parlor Car Cleveland to Allegheny. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville.  
No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg.  
No. 46. Buffet Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

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And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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**BROOKLYN, N. Y.,** 339 Fulton Street, T. H. HENDRICKSON, Ticket Agent.  
**BUFFALO, N. Y.,** 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.  
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**CLEVELAND, OHIO,** 211 Superior Street, G. W. SQUIGGINS, Traveling Passenger Agent. South Water Street Station. A. N. DUELL, Ticket Agent, M. G. CARREL, Division Passenger Agent.  
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B. N. AUSTIN, General Passenger Agent,  
Baltimore & Ohio Lines West, Chicago.  
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# Deer Park Hotel

DEER PARK, MARYLAND



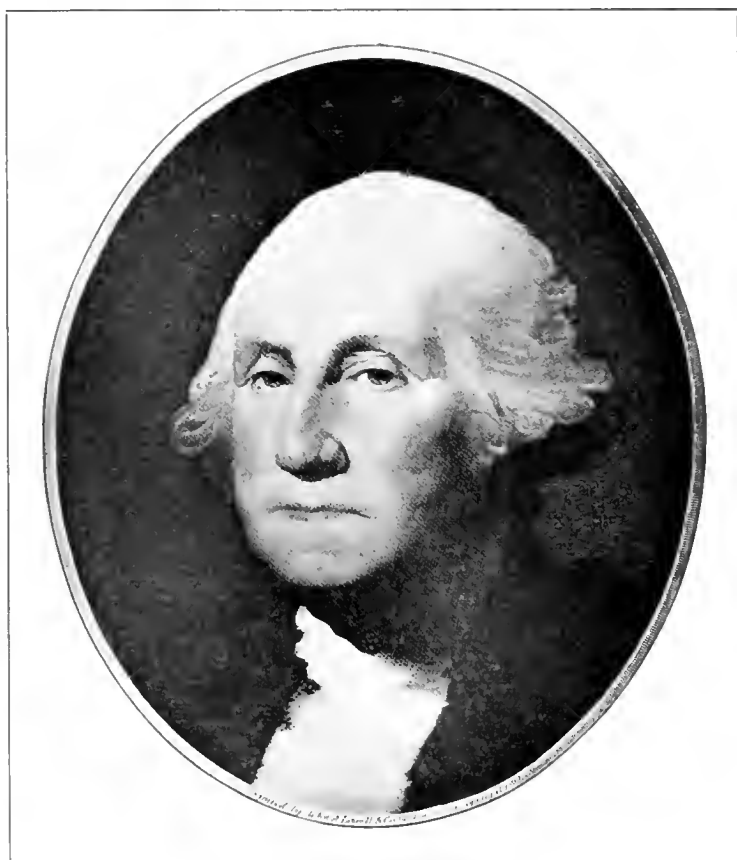
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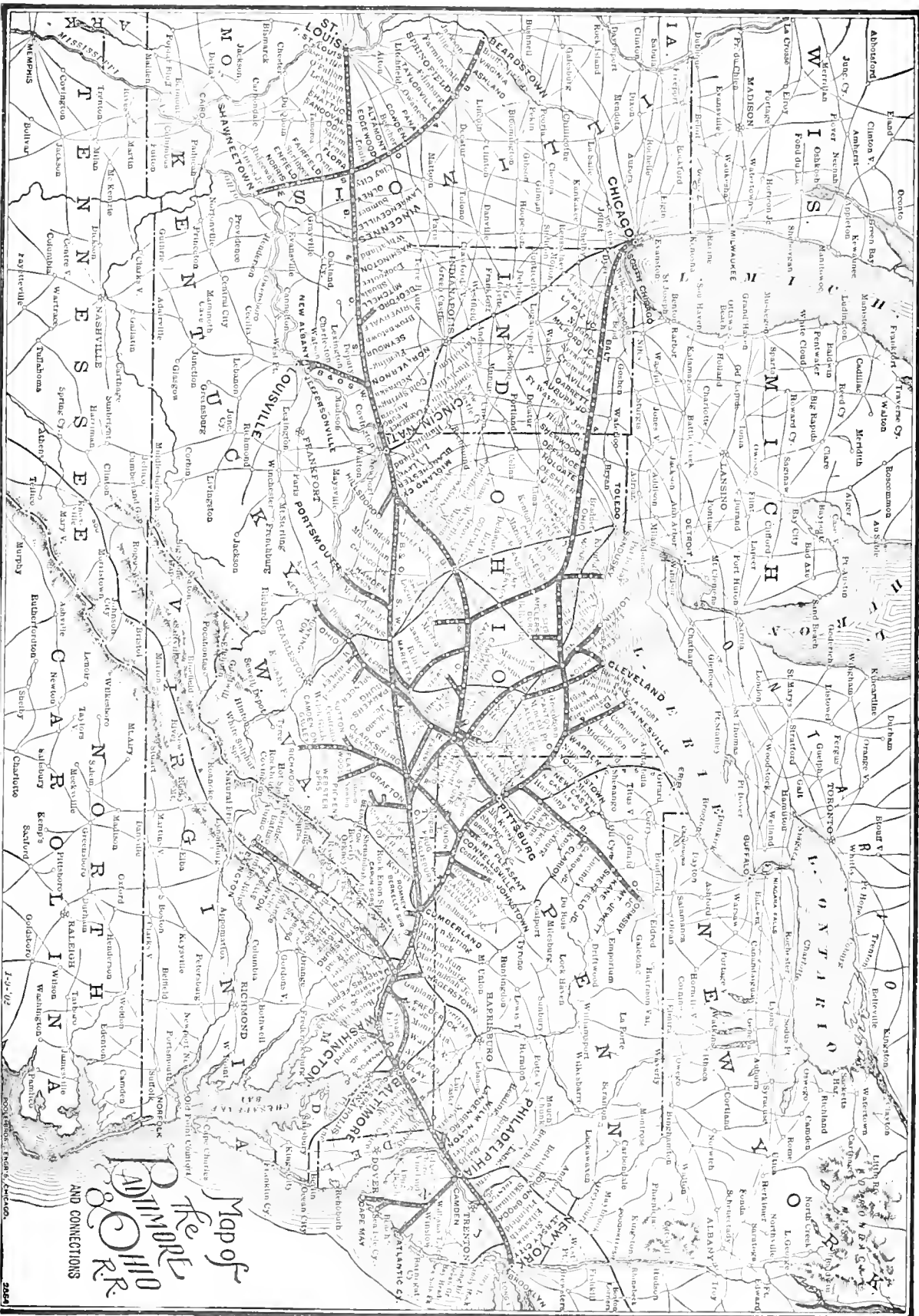
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# Baltimore & Ohio R.R.

## EAST AND WEST



### CALENDAR - 1902



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	9	1	2	3	4	5	6
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	10	11	12	13	14	15	16
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	17	18	19	20	21	22	23
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29	20	21	22	23	24	25	26
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9
11	12	13	14	15	16	17	8	9	10	11	12	13	14	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31			24	25	26	27	28	29	30
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			

ROYAL  
BLUE  
TRAINS

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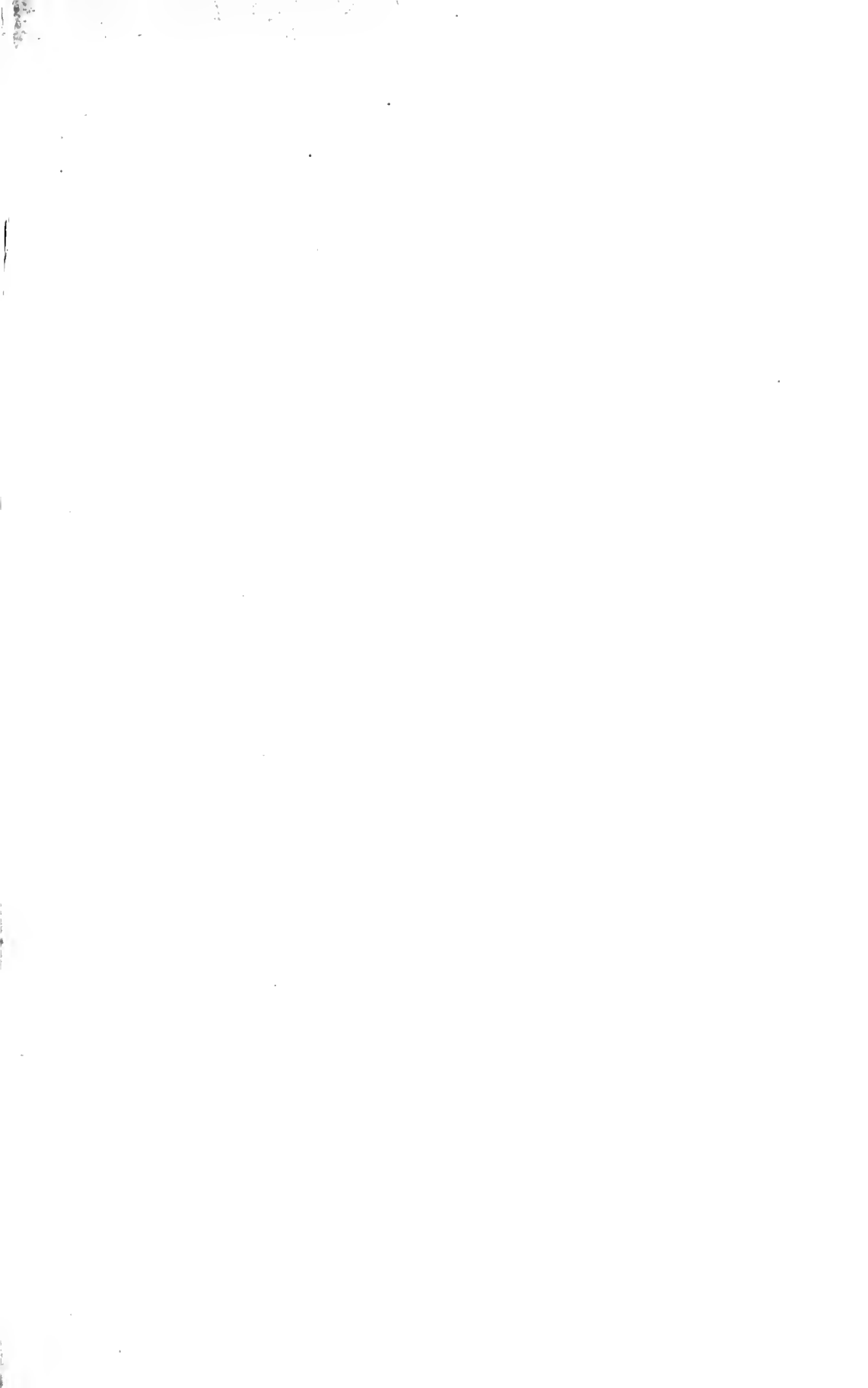
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CHICAGO, ILL.



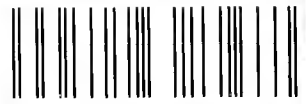








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